



messing about in BOATS

Volume 14 - Number 21

March 15, 1997

Special Features This Issue
Flying Proa of Kapingamarangi
Wineglass Wherry Expedition - Puzzle Boat Kits





messing about in BOATS

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In Our Next Issue...

Jim Thayer begins his chronicle of "A Summer Abroad...Bristol '96"; Ron Hod-dinott tells of the "First Cruise of *Whisper* & the *Mudhen*"; Gerald David recalls a youthful misadventure in "Mr. MacCubbin & the Laws of Salvage"; and Bunny Fernald muses about "The Tides are Getting Higher".

Greg Grunditch reveals the truth about "Easy to Build", Don Elliott continues on with "Building *Paradox* - Part 14", and I have a look at an ambitious local schooner project in "Frame Up in Essex".

Platt Monfort is still creating new concepts in dacrone skinned boats with "Black Fly"; Gary Clements details his inspiration for "Bahama Mama, an Ocean Capable Beach Cruiser"; Jim Lacey tells of his "Search for the Ideal Power Cruiser", and Phil Bolger & Friends return to their latest inspiration with their detailed discussion of "The Electric Launch, Lily".

On the Cover...

The thrills and satisfactions of building and sailing mankind's earliest and fastest ocean going sailing craft, the south Pacific proa, were experienced by John Scull out there where it all began. He tells us all about the experience in this issue.

Commentary...

Rowing for recreation in real boats, as opposed to exercise machines in the form of boats, seems to be doggedly gaining adherents. The recent boom in rowing has been focussed almost exclusively on recreational rowing shells, with emphasis on the exercise benefits to be enjoyed.

Rowing slower, heavier, clunkier traditional oar-on-gunwale boats is not regarded with the same degree of enthusiasm by the exercise oriented folks who buy the shells. It is still a recreation enjoyed on a modest scale, but there are those who love it.

As I write this in early February (yes, for March 15th issue, printing time and postal delivery delays necessitate such lead time) several instances of this love for rowing have come to hand. Reader John Aborn, an organizer of the Oarmaster Trials, wrote to rebut my commentary in the January 15th issue about the change in the nature of that event. David Stookey, who early on developed and analyzed the statistical data derived from the Oarmaster about the comparative performances of the boats, visited to discuss his growing interest in developing open water rowing. And then the 1997 calendar of rowing events for the northeastern seaboard, scheduled by an annual meeting of groups that organize them, arrived, with 36 on tap from March through New Year's Day.

Well, maybe this will be the year that open water rowing in boats suitable for such conditions will get a further boost in interest. Some of you enjoy building or restoring pulling boat designs from the past. Now opportunities to enjoy using them with like minded folks seem to be increasingly available.

First, the letter from Jon Aborn:

"I have read your "Commentary" in the January 15th issue concerning the Oarmaster Trials and upon reflection I agree that there are probably many like yourself who appreciate the Oarmaster for the data and observations generated about the boats.

THERE WERE NO NEW BOATS TO TEST! This is the simple explanation for the format of this most recent Oarmaster. The last three Oarmasters have been difficult to organize for this same reason and anyone who has followed these events has observed that many of the boats have participated two and three times. In 1995 we switched to a doubles event to enable us to examine a fresh class of boats and the results were interesting, but there were not enough good doubles boats around to merit doing another doubles event in 1996.

We take great pride in the Oarmaster as a unique and innovative event, and the decision to go to Mystic and row the Banks dories was our attempt to add a new wrinkle and keep the event fresh and interesting. My biased opinion is that the event was a complete success and my only regret is that I did not get to row due to my responsibilities in managing the event.

An event such as this cannot be appreciated fully unless one is participating or standing on the dock watching the whole thing unfold. It was great fun to watch the rowers adjust to each other and function or fail to function as doubles teams. The successful competitors were not deterred by less experienced partners and did consistently

well in each race. These rowers also had the technique figured out well before the event started and avoided the collisions and wobbly courses that were prevalent in the first few races. The rowers had a blast; Bernie, Frank and I had great fun; and the spectators enjoyed the event immensely.

The 1997 Oarmaster will be held October 5th and has not yet been formatted. With enough new boats we will return to the original version but we also have the option of returning to Mystic for an event similar to last year's. I am also interested in oar performance and would like to somehow expand this aspect into an event but have not yet figured out how.

Anyone interested in these subjects is invited to contact me with new boat suggestions, or ideas on arranging for an competition.

Jon Aborn, 28 Old Bridge Rd., Buz-zards Bay, MA 02532, (508) 759-9786."

I would like to suggest that readers who find this subject, comparing the performances of various traditional oar-on-gunwale pulling boats, of interest contact Jon and offer him some input. Perhaps designers and builders might consider entering their boats. There's nothing wrong with having the better boats from the earlier events return to face off against new challengers. The locale at Mystic Seaport could even generate quite a good crowd of onlookers.

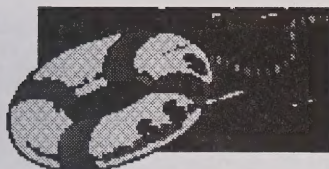
And this was part of David Stookey's vision, attracting bigger crowds to view open water rowing races. Yes, I know Mystic is protected water, but it does get the sort of boats we're talking about into close at hand view. Perhaps there are others out there who might be attracted into the sport, David feels.

He is also exploring the concept of organizing an association of such rowers with its own newsletter. Regular communication amongst the faithful does build support and participation in any activity. We carry a fair amount of such rowing news but several attempts to start publications devoted just to rowing have not survived. Not enough committed rowers it seems.

David would like to hear from anyone with an interest in developing open water rowing, both competitive and recreational. He can be reached at P.O. Box 2772, Duxbury, MA 02331-2772.

And now to that schedule. The events listed vary in nature, some are on protected lakes, bays and streams but many are on the open ocean. Some are races, some cruises and get together. The connecting feature of all is that they do cater to traditional rowing boats, solo through multi-oar. Rowing shells and sea kayaks often participate too, but the chance for taking part in an event in your traditional pulling boat is here on this schedule. Most are of an informal nature, enjoyable with an easy ambiance of good fellowship. For a copy of this initial schedule send an SASE to Frank Durham, 70 Hayden Rd., Hollis, NH 03049.

I'm looking forward to this season's potential in this way of messing about in boats and welcome input on the subject from any readers wishing to let us know what is going on in open water rowing, or what they'd like to see happen, or can make happen.



Small Boat SAFETY

VHF Radio Back-Up

By Tom Shaw, U.S.C.G.A.

As every boater knows, Very High Frequency radio is line-of-sight transmission. The range of a signal depends chiefly on the height

of the transmitting antenna. Local Coast Guard Stations use "hi-site" antennas, generally about 600 feet tall, to give them the ability to communicate with vessels far out at sea. The antenna height, which makes these radios effective, also makes them vulnerable to high winds such as those in a hurricane. Most boaters are unaware that members of the Coast Guard Auxiliary provide an emergency back-up system.

All up and down the coasts, individual Auxiliarists own and operate fixed land-radio stations in their homes using roof-mounted antennas. As a rule, these Auxiliary stations are low powered, operating with a maximum of 25 watts. The combination of low power and (relatively) low antenna height means that each station has a very limited range, but since there are a great many such stations they have the ability to pass a message up and down the coast should a hi-site be knocked down. Stations such as mine will not reach a vessel 50

miles offshore, but we can pass emergency messages along the coast when other communication systems are out of action.

Once each month, Auxiliary radio stations such as mine, Auxiliary Radio Echo Farms, conduct network drills to make sure that our system is operable. Each time there is a storm threat, or at any time when a hi-site is down, the Auxiliary radio stations are activated. For obvious reasons, they must have an independent power supply. Any storm powerful enough to knock down a hi-site will surely also knock out domestic electric power and telephones.

The coverage this back-up system can supply is limited, but when all stations are "up" the Auxiliary network offers a workable substitute. It is just one more activity of the Coast Guard Auxiliary and one more illustration of the dedication of Auxiliarists to the cause of boating safety. I thought you would like to know.

"The Old Ed Stories"

By Eric Russell



What Genesis Did Not Tell of Noah's Voyage in the Ark Or Why Sailors Plow the Seas

As Genesis, Chapter 6, tells us, God was angry at the wickedness and violence of His creation, Man. Only Noah and his family were found to be good. God, therefore, commanded Noah to build himself an ark so that he and his family might be saved from the great destruction that would be visited upon all the rest of creation. Now, the family was not just Noah and his sons and their wives. It included all of their relatives, their servants and their respective families. In fact, once the ark was completed, it had to be the size of a cruise ship just to accommodate the immediate family. The Big Four, Noah and his sons, were in charge.

Noah and his sons took into the ark two of every kind of beast but seven of each of the clean beasts. As can be imagined, this made for a mighty mess to be cleaned up on a continuous basis. Noah and his family spent half the day cleaning up after all those animals. The other half was spent feeding them. There was no time between jobs to do much except grab a quick meal and get some sleep. There certainly was no time to keep an inventory of the remaining food on board. By the time it stopped raining, there was not much left in the pantry. It was, in fact, empty.

Noah prayed to God and said, "Lord we thank you for preserving us to see this day. We are, however, starting to get hungry. If we go much longer without food on board, I fear

that the lions, tigers and other carnivores will cease their fast in the most violent way and there shall be no beasts left to repopulate the earth."

God heard and spoke to Noah, saying, "Look outside the ark. As you can see, the waters are as fields and desirable food grows upon the surface of the waters. The meat eaters shall eat of plants until you land and release them. You have but to go forth each day to harvest what you need. There are only three things you must do. You and your family must stay within the growing fields. You and your family must throw the dirt from the animals over the side to act as fertilizer, the meat eaters' dirt to the left and the plant eaters' dirt to the right. Finally, you must not eat of any fish to be found in these fields, for they are as the worms of the sea and are unclean to you, on pain of death."

Noah told his family of God's commandment and all promised to follow these instructions. For months all went well. Every man and beast ate of the fields and prospered. In the seventh month, on the sixteenth day, one of Noah's followers caught a fish and brought it to his wife. They secretly cooked and ate it. As soon as they bit into the fish, all the meat eaters began to roar angrily.

Noah knew that something was wrong and called upon the Lord, saying, "God, why are the meat eaters crying out and the plant

eatiers restless?"

The Lord spake thus to Noah, "I have seen that you and your followers have tried to do as I have commanded. Yet, even as we speak, one of your followers has disobeyed and eaten of the fish which I have forbidden you. From this day forth, your descendants and the beasts of the sea shall be as enemies. You shall chase them and catch them with works of iron. They shall flee thee and the fiercest of them shall fight thee unto death. Those who work the seas shall find no succor upon the sea or the lands once you come upon the land after the waters recede."

Noah heard the words of the Lord and was sad but there was nothing he could do. As the waters receded from around Mount Ararat, Noah looked out over the waters and saw the surface of the sea was empty. As though to mock him, he saw from the heights that the surface of the sea was furrowed as far as he could see. He realized that this was a sign from God that, no matter how man plowed the sea, it would be rare that he who did so would benefit from his labors. Instead, his riches, should he get any, would flow as water from his hands.

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I am presently restoring a Great Pelican, building two Six Hour Canoes with my son, and puttering with my Bolger Pirogue. I just purchased about 100 back issues of your fine magazine and I'm hooked. Thanks for providing such a great resource.

Chris Fry, Tenino, WA.

Lawley Boat Owners Archives Published

The Lawley Boat Owners Association has just published its archives which include the history of George Lawley & Son Corp, a list of 150 surviving Lawley built yachts and tenders, the LBOA Newsletters Nos. 1-9, LBOA Symposia 1990-1996, sources of Lawley Documentation, Bibliography and Appendices listing profiles of some surviving Lawley built yachts and letters from members. *Lawley Built: The Archives of the Lawley Boat Owners Association: 1990-1996* is available for \$17 ppd from Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0142.

Anyone with any interest in Lawley built boats will find this publication of interest, as well as our organization, which will host its 8th Lawley Symposium on July 11, 1997 at the Boston National Historic Park in Charlestown, the weekend that the *U.S.S. Constitution* will venture forth under sail and the Boston Antique & Classic Boat Festival will take place.

Albert Hickey, Gloucester, MA.

Tug Needs Completion

Just a note about my Candu-EZ tugboat. I started building it in March, 1994. That September I was diagnosed with progressive lymphoma cancer. Since then, through four different chemos, I was able to sporadically work on the tug. I planned to offer it for sale in 1996 when it was completed but such is not the case.

The tug needs completion, but not much. It is plywood, coated both sides with System Three epoxy and fiberglass. It needs a motor (I planned on using an outboard). It does have a large spoked wheel with track control for steering cable. It sits on a heavy duty trailer, with 13" wheels, which has adapted to the tug.

I would like to recoup my cash outlay, a total of \$3,100. My labor was my pleasure during this period of my life and I will forgo any charges for it.

Stan Dziejma, S. Walpole, MA, (508) 668-3879.

Origin of Skillygalee

The unusual name of Bolger's *Skillygalee* (January 1st issue) is thought to have derived from a corruption of "Ile aux Galets", the area where the boat was to be sailed. But a reading of page 140 of Patrick O'Brian's *The Commodore*, the 17th volume of that wonderful series of tales involving Capt. Jack Aubrey and Dr. Stephen Maturin during the Napoleonic Wars, suggests otherwise. *Skillygalee* is mentioned as a "very

thin oatmeal gruel, sweetened with sugar and tempered with butter". Patrick O'Brian seldom gets it wrong, but it is, nevertheless, a splendid name for an interesting boat.

Jay Moore Marblehead, MA.

Moon Dance Completed

Here is a photo of my Moon Dance I completed this past summer. The boat is better than the plans.

Joe Travis, Kendallville, IN.



Four Nutshells and One Ducker Go Waterside

The warmth in the Workshop on the Water was in sharp contrast to the frigid drizzle and breeze on Philadelphia's Penn's Landing Basin. But that did little more than slow down the parade of small craft, wheeling down the quay to the floating docks.

The five boats were all christened by the children of the builders. Gift wrapped bottles of champagne were broken over a bronze angle, naming the ducker and prams 1-4. The fifth Nutshell (purchased by builder Gretchen Peters) was christened *Homer*.

The first boat launched was the traditionally built Delaware Ducker. The boat was built by the fall, advanced boat building, class at the Workshop. TSCA members Ron Gryn and Pete Peters participated (in addition to working on the club's Ducker) with other area enthusiasts.

The Nutshells, all rowing models with brilliantly painted hulls, followed the Ducker into the basin. Then with great joy, builders and friends took turns rowing and racing about in the museum's reflection on the water. Everyone was impressed with the agility of the prams, and Joel White was complimented more than once for his design.

The Ducker is for sale at \$3,500 (cheap) and four of the Nutshells at \$750 each (also bargains!). If you are interested in any of these beautifully built boats call the Workshop and take a test drive.

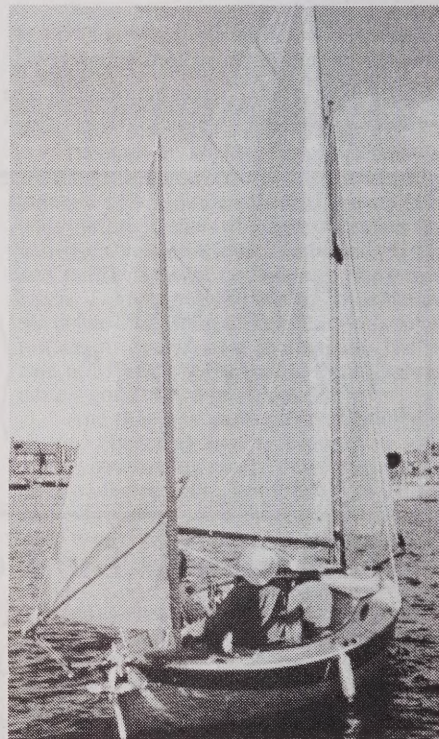
Workshop on the Water, Independence Seaport Maritime Museum, Philadelphia, PA, (215) 413-8638.

Woodwind Completed

Here is a photo of our canoe yawl *Woodwind* sailing last fall at the Mid-Atlantic Small Craft Festival in St. Michaels, Maryland. Yes, we finally got sails on her! We had her at Mystic's *WoodenBoat* Show in June looking rather like a lobster boat with only the mizzen in place.

The photo of her in the December 15th issue on page 11 in the St. Michaels report incorrectly identified her as Peter Balczunas' *Katie Maru*, which is a San Francisco Bay Pelican. *Woodwind* is the design of Tony Dias.

Bill Bryan, E. Falmouth, MA.



Design Royalty Obligation

Occasionally you have published letters regarding designers getting ripped off by plans purchasers cheating on the royalty payments obligation for building more than the single boat authorized with the purchase of the plans. The following letter I received provides one of the nicer stories that never seem to make the news:

"Dear Platt Monfort, I have just completed my second Snow Shoe 12. I have never built a boat before and I had a lot of challenges and fun doing these. I am very happy with the boats.

I see on your plans that I can build one boat with purchase of one set of plans. If I want to build more of these in the future, how do I arrange this with you? I have already exceeded the one boat limit by one boat, and I do want to respect your request. I will gladly pay for the rights to build more. Friends are clamoring for them!

Joan Flanders, Eugene OR."

My response was: If you plan to sell the boats for a profit, then it is easy to add the price of the plans to cover the royalty payment. Otherwise you are free to build as many of them as you wish as gifts to friends.

Platt Monfort, 50 Haskell Rd., Westport, ME 04578.

Floating the Apple Evolving

We are seeing major changes in thinking patterns and the related action of the public and of officials on two fronts important to Floating the Apple in midtown Manhattan. The first is the involvement of kids from city neighborhoods and from towns up-river, building Whitehall gigs and preparing for team rowing and sailing in New York Harbor and on the Hudson River. The second concerns the growing recognition of the function of, and the need for, community boathouse centers.

Don Betts led the way last winter building the gigs with teams of young people. Now he and Mike McEvoy, the gig's designer, are, with the help of volunteers, involved in more such projects.

Michael Davis, Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036.

My "Argie 10"

Here is my latest boat building effort, a sailboat built from plans by Dudley A. Dix found in the March, 1994, issue of *Boat-builder* magazine. It's called the "Argie 10" and sails very stably but not as fast as a Sunfish.

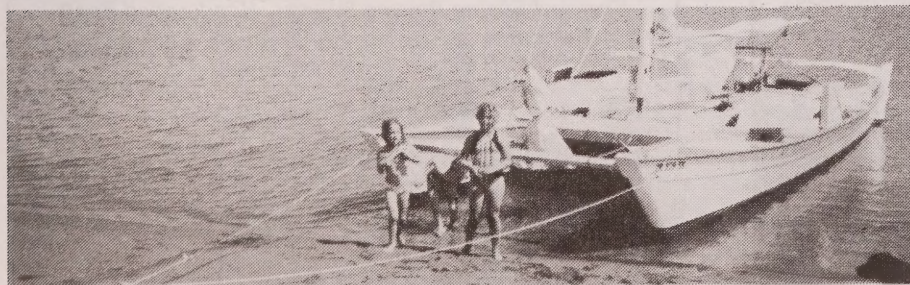
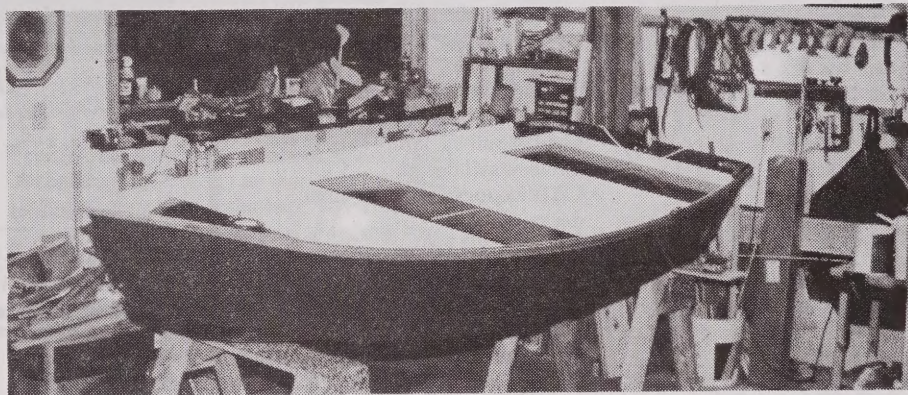
John Kunte, Rome, PA.

Your Experiences...

A Mess of People

Here are two scenes from the launching of our catamaran in Arcata, California at the southern end of Humboldt Bay. In one a mess of people prepare to enjoy the launching. In the second are three kids about to get messy on the beach.

Jo Mulding, Arcata, CA.



Your Needs...

Cat Scow Building Plans

I am planning to build a plywood cat scow shoal draft with a junk rig and dual electric auxiliaries, 24'x 12'x 1' draft. I haven't seen the right plans yet. Does anyone have any suggestions or relevant articles they know of?

Jason Spinnett, 1630 Mauna Kea Ct., Gulf Breeze, FL 32561.

Shantyboater's Address

I read Bill Foden's fascinating tale "Messing About in Shantyboats with Shantyboaters" in the February 15th issue and wanted to order out his package offer of shantyboat material. But, no address was provided. Please help.

Leston Rice, Warwick, NY.

Editor Comments

Yes, we slipped up on this. Bill Foden can be reached at Skyliner Publications, 2556 Mart Ave., Vineland, NJ 08360.

Nesting Dinghy "For Pete's Sake"

I am looking for plans to build a nesting dinghy called "For Pete's Sake" by Danny Green, for my 32' Aries sailboat, designed by Thomas Gilmer. Can anyone direct me to the source for these plans?

Jim Smith, 2732 Valley Center Dr., Sant Rosa, CA 95405.

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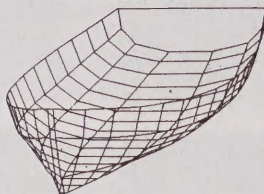
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Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections

Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- **CAD export:** (use for cabins, decks, etc.)

.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan

- **Modeling:**

Scale up or down .01 to 10X
In model scale do:

Table of offsets
All .DXF files
Plywood layout
Bulkheads

- **Compatibility:**

286, 386, 486, Pentium
1 megabyte RAM
minimum

Runs in DOS

No co-processor
needed

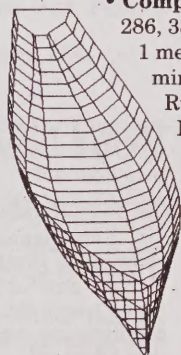
1.44 meg hard

disk space

minimum

VGA monitor

preferred



- **Prints out:**
Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs

- **Printer support:**

Laser or ink jet
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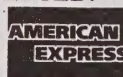
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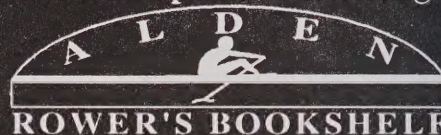
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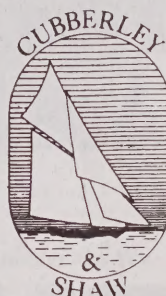
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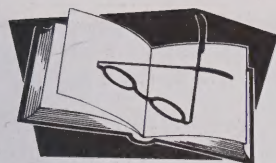
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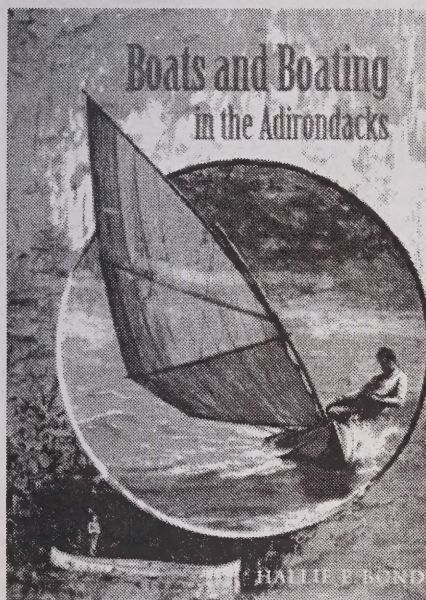
Forward Facing Rowing Systems, Handcrafted Boats

Ron Rantilla
Proprietor





Review



Boats and Boating in the Adirondacks

By Hallie E. Bond

334 pp. Cloth. ISBN 0-8156-0373-8

Syracuse University Press. \$49.95

Reviewed by John Quenell

Upon reading the title of this book for the first time, I wondered if its implied claim of such a broad scope were not a trifle pretentious. But I was quickly reassured: it is physically a large book; it has a lot of pages; and most important of all, the author is Hallie Bond, Curator of Collections and Boats at the Adirondack Museum. And, in the introduction, we learn that Ms. Bond worked on the book for almost eight years.

Boats and Boating is composed of two major sections. In the front there is a well-documented narrative history of some 200 pages liberally leavened with antique photographs. It is anything but a "dry" accounting of past events — in fact, it is so well written that it is difficult to put the book down.

Following the historical section, there is a 63-page catalog of the 195 boats in the Adirondack Museum collection. An interpretive description of each is provided, and virtually all are illustrated by photographs.

The principal challenge in writing such a book must be that of accommodating so many dimensions. For one thing, many types of craft have been used on Adirondack waters, including aboriginal bark boats and dug-outs, a half-dozen types of open canoe, sailing canoes, Adirondack guideboats, White-

halls, St. Lawrence skiffs, rowboats, shells, sailboats, iceboats, logging boats, duckboats, paddle boats and boats powered by steam, naphtha and gasoline.

Then there are the builders, dozens of them, who built their boats and lived their lives in the Adirondacks. Who were they, what were they like, what were their aspirations? What materials and construction techniques did they choose and why?

And then there are the users. Who were they? Did they want boats for business or pleasure? Were they interested in portability, cargo capacity, speed? How did their preferences change over time and why?

Ms. Bond provides answers to all of these questions. Small wonder the job of writing the book required so much time, even with the considerable resources of the Adirondack Museum at hand.

In addition to the narrative history and boat catalog, the book contains several other valuable segments: 1) an informative 7,000-word history of Adirondack waterways by Philip G. Terrie, author of *Forever Wild: Environmental Aesthetics and the Adirondack Forest Preserve*; 2) a list of some 200 builders who have built boats used in the Adirondacks — the list shows birth and death dates, builder location and type of boat built; 3) an appendix containing plans for nine types of boats discussed in the text, including the Wee Lassie, the Arkansas Traveler Open Model Canoe, the Nomad Model D Decked Sailing Canoe, the St. Lawrence skiff, the Adirondack guideboat, the Rushton Model #109 lapstrake Pleasure Rowboat, a "Tin Rowboat," and the Idem Class Sail Racing Sloop; 4) a glossary of 100-plus terms relating to the construction of small craft (a vital aid to some of us); and 5) a recommended bibliography for those interested in further research.

Boats and Boating in the Adirondacks has to be the most comprehensive and significant reference work on Adirondack boats ever produced. In effect, it is a condensation of an important part of the Adirondack Museum that you can hold in your hands and consult at your leisure. I recommend that you buy the book, read it from cover to cover, and then place it on a shelf within easy reach, for you will be referring to it again and again.

The Aubrey-Maturin Novels

By Patrick O'Brian

W.W. Norton Co., 500 5th Ave., New York, NY 10110

Review by Martin Stevens

My messing about in boats also includes a fair amount of armchair voyaging, especially in the cold season. I picked up *The Yellow Admiral*, 18th book in this series, during my November end-of-season sail at Beaufort, South Carolina, and am now re-reading it by a winter fireside.

Just as my watching *Platoon* or *Apocalypse Now* is the closest I'll get to experiencing the horrors of a Viet Nam firefight, reading O'Brian is the nearest I'll come to living aboard an early 19th century ship of the British navy as it plys the waters of the world, or living in the socially stratified world of southern England at the time of Jane Austen.

In short, Patrick O'Brian is a marvelous writer. He uses a combination of continuing subtle humor, deep, wide ranging knowledge of his chosen historical period including all manner of arcane details, and the juxtaposition of contrasting characters to create absorbing narratives which make Forrester's Hornblower novels rather dull and flat in comparison.

The impression is left that O'Brian must have travelled back in a time machine to be able to convey the subtly different rhythms of language, sights, smells, the grotesque horrors and the good perspectives, and thus avoid the formulaic.

If you haven't read O'Brian I would suggest starting with *Master & Commander*, followed with *Post Captain*, arguably the two best books, then working your way sequentially through the series, rather than zig-zagging around the chronology as I have done. I hope Mr. O'Brian remains in good health and will soon tell us how Aubrey deals with the escape of Napoleon from Elba.

Embassy Waterproof Charts

Embassy Marine Publishing, Resolution Mapping, Inc., 142 Ferry Rd., Suite 16, Old Saybrook, CT 06475.

Review by Bob Hicks

More than just a chart, an Embassy Waterproof Chart is also a compendium of useful information for the coastal cruiser. The special paper on which it is printed in a full spectrum of color is waterproof, so frequent reference to it regardless of how wet it might be getting in your boat should not be a problem.

The publicity material invited me to sample the charts so I asked for "Boston Harbor Entrance to York, Maine", my local seacoast. Right under the title on the 6"x 14" fanfolded chart appears the announcement, "Featuring 34 Wreck Sites". I checked to see if the one I once rowed my Old Town Lake Rowboat across at low tide, tearing the canvas skin on a spike was included. Yep, there it was, Wreck #2135 right in the gut between Big and Little Misery Islands at the eastern end of Salem Sound.

Having caught the attention of those who might wish to dive on wrecks, a caveat was included within that in effect advised one to not use the chart as a dive chart. All the usual legal boilerplate intended to protect the publisher from predatory lawyers followed. I was interested to note that nine of the 34 wrecks are right along the shore from Salem to Gloucester.

A lot of other information of less arcane nature is presented in addition to the usual aids to navigation, soundings, etc. Shoreside sites of maritime historical interest are denoted, also state parks, and 21 public launching ramps. A dozen marine service firms have bought business card ads along one edge of the chart, with the unsold space filled with illustrations and info on indigenous fish, and a lot of info on those wrecks.

The fanfold layout follows highway map format only larger, fully opened the chart measures 14"x 60", a full five feet long. The waterproof paper also seems to be tear resistant. At a suggested price of \$19.95 this should provide a pretty durable working chart for use in the wettest of cockpits.



We Pygmies use our Wineglass Wherry (WGW) regularly, spring through fall. We load her with crab nets and clam rakes and row off in search of bouillabaisse ingredients. John Lockwood, Freida Fenn and daughter Freya Fennwood crew the boat. Frequently three or four friends come along to help spot and scoop up crab.

This August we went farther afield. We took four weeks to do a 206-mile camping trip in our Wineglass Wherry. We headed north into British Columbia, Canada. Our ancient 1977 VW camper van carried us 500 miles north of the U.S. border to the edge of the Caribou Mountains. The first leg of our trip was the magnificent Bowron Lakes Provincial Park. (The second leg was a 130-mile run down the Red Deer River in Alberta hunting for dinosaur fossils, but that's another story.)

The Bowron Lake Chain

Eleven lakes lie within the 121,600 hectares of the park. Portages total only 8 km if you have the skill to run the upper section of the Isaac River, otherwise, it's 9.6 km of portages connecting the lakes. It's a 76-mile (115 k) row around the rectangular-shaped circuit. The first half of the trip is framed in mountains, heavy timber and long vistas. The last part of the chain abounds in wetlands.

The Circuit

We started the circuit with a 1.5-mile portage right out of the parking lot. That was the last sight of tourists. Then we rolled the boat to 1.5-mile long Kibbee Lake, set in fir covered hills. Another one mile portage the next day put us into 4-mile Indian Point Lake. We spent a leisurely three days fishing, then wheeled another 1-mile portage to 19-mile long Lake Isaac.

Lake Isaac carves the eastern perimeter of the park. She's the longest in the waterway. To each side of Isaac the Caribou Mountains rise abruptly, flanked with western red cedar, spruce and Douglas fir. This is the eastern terminus of a temperate rain forest. The tree line

Wineglass Wherry Expedition

By Frieda Fenn

ends about 500 feet above the water level. Snow lingers in the ravines. Friendly winds at our back swept us each day towards the campground at the end of the lake. We camped in a downpour. Friendly German campmates handed us coffee through the tent flap when we awoke next morning.

Next came a simple portage through a magical mushroom forest, a brief stretch on the Isaac River and then we pulled out again for the trip's most difficult and steep portage around a large waterfall. We set up camp at the Isaac River's inflow into a small lake. Glaciers hang on sheer walls at this southeast corner of the park, forming a cirque around McCleary Lake. Nice fishing on this shallow blue-green jewel on her way to becoming a wetland in another 500+ years.

In a downpour, we lucked out finding an empty trapper's cabin. A dandy wood stove and a pile of dry firewood enabled us to "sauna" and then plunge into the lake. Later that day, John and Freya got caught out fishing in the Wherry. A terrific hail storm with 40 mph winds swept over the ridge and pummeled them onto shore. Hail splash enshrouded them in mist. The weather cleared within an hour to reveal fresh snow on the ridges, just above us.

The next day, leaving McCleary, we rowed a good 6-mile stretch down the Caribou River. The water flowed grey, opaque with glacial silt. We kept an eye out for "boiling water" indicating submerged logs. We pulled into Lake Lanezi out of a rain as cold as October into August sunshine. Next came a bit of river and then a side trip into Una Lake. She sits amid lodge pole pine in the driest section of the park. The lake formed 10,000 years ago

when a huge, submerged chunk of glacier was silted over in the river valley. As it eventually melted, the ground sank, leaving Lake Una.

After two days of hiking and berry picking at Una, we "lined" or pulled the Wherry up a shallow creek into Babcock Lake, the first of three lakes with short portages, ending at the Bowron River. We camped by a grizzly warning sign on the edge of a huge marsh. This last third of the chain is lower country with extensive wetlands and marshes where we saw moose, osprey, golden eagles, bald eagles, sea gulls, Canadian geese and several varieties of duck in the marshes and backwaters. The Bowron cuts oxbows through an immense wetland for three miles, then opens up to Bowron Lake and a morning's row back to the parking lot.

The entire lake chain forms a large rectangle with a mountain range in the middle and on the east and south sides. The great variety of scenery, wildlife and ecological type is what distinguishes the Bowron circuit.

Portages

Wide, sturdy gravel trails enable canoeists and kayakers an easy method of going overland between lakes. Strap a pair of wheels under the center of a boat and roll on! We double-glassed the exterior of our WGW (recommended for heavy use), so she weighs in at 96 pounds. We put another 150 pounds of gear inside for our 15-day voyage. I pulled the bow, John pushed the stern and Freya whistled and scouted the trail. Park rangers said they'd never seen a fixed seat row boat on the circuit before.

Light and Comfortable

Most boats similar to the WGW's lines would weigh 250 pounds or more, too much to cart. Canoeists most commonly paddle the circuit. We saw five kayakers. (John has paddled the circuit twice before in Pygmy kayaks.) We loved the speed and comfort of the wherry. John and I rowed in tandem. We passed every canoe near us. A classic pulling

boat like the Wineglass, designed specifically for rowing, has four 8-foot oars and two backs pulling! A light hull and four oars can beat two canoe paddlers any day. Even with food for 15 days, we had plenty of room to move around, snooze and fish. Seven and-half-year-old Freya could stand, kneel, lay down, everything but run. One of the great joys of the trip was to row for a couple of hours in the morning and then lie down across the bottom of the boat to eat lunch and nap in the sunshine.

Fish and Fowl and Mammals

Outside magazine names the Bowron Lake Chain as one of the ten superlative fresh water trips in the world.

One reason is the abundance of wildlife. Multiple loon pairs yodel and sing on every lake. Moose feed, unafraid of paddlers silently flowing by. The park allows motor boats on only one of the eleven lakes. Rainbow trout, Kokanee and Dolly Varden easily reach 22". Gargantuan rainbow trout, up to 25 pounds, feed in the depths of Lake Isaac. Pristine water, a careful choice of minimums and maximums and a limit of one fish per license per day keep the fish abundant. A strong salmon run fills the Bowron River each August. The stream flows from the inside of the lake chain into the head of Bowron Lake. Beaver (once trapped to extinction here) again heavily populate the river.

Large mammals have right-of-way in the bush. We rowed within 15 yards of a feeding cow moose before she pulled her head above water to be seen. Lake algae attracted an immense bull with velvet wrack our third morning out.

Black bear and grizzly live in the park. We always used the 12' high food caches at the camp sites and saw no bear, just droppings. Park guidelines require the burning of any garbage or packing it out in sealed plastic. Campers follow the regulations and bears generally stay away from humans.

Stalking the Wild Mushroom.

We took 15 days to enjoy a trip which many people do in seven to ten days. This gave us time to mushroom hunt. With our ID books and John's 25 years of experience, we kept a constant eye out for the fungi family. Silently walking over 8" thick mats of moss, we saw a mushroom every three feet. This, the wettest summer in 25 years gave us an abundance of Gypsy mushrooms, Delicious Lactarius, Boletus Edulis and a delicious golden cap bolete we had never before tasted. Our best menus mushrooms, a side of rice, a cup of ramen soup and a cup of cocoa ala Kahluah. Don't ished with a cup of cocoa a la Kahluah. Don't forget a bowl of hot, wild huckleberry sauce! After an easy 10-mile row, such food confirmed we were in Paradise, even in the rain! It rained every day. We also saw and blessed the sun, if only briefly, each day.

Gearing Up

This country requires a good collection of long johns, polypropylene, wool and rain gear. You'll likely need it all. One pair of shoes will do. Other essential gear: a tent with excellent rain fly, a waterproof ground cloth, a water filter, axe, a 16'x20' tarp with abundant line for a dry outside cooking and sitting space, firestarter and waterproof bags of food

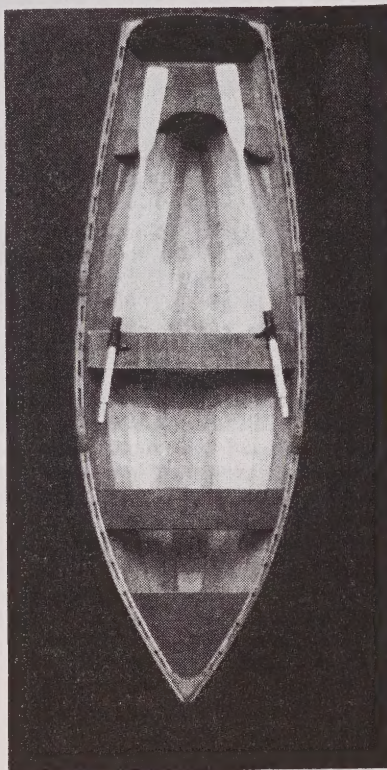
and clothing. We used 5-liter mylar bags from boxed wine or juice (the "on tap" kind) to store rice, cocoa, dehydrated beans, etc. It was fun to see what other folks packed as well. Next trip, we're taking squeeze tubes of hazelnut butter and tubes of tomato paste to convert tortillas into pizzas.

Great People

People come from all over the world to paddle these lakes. Three nights out of 15 we had campsites to ourselves. What's lost in privacy, you'll gain in friendships made around

WINEGLASS WHERRY

Length 14', Breadth 4', Depth 16"



A Classic Wooden Boat

The Wineglass Wherry has the wineglass transom and smooth double-ended waterline of a classic rowing boat. When designing her, John drew inspiration for the Wineglass Wherry from the "beach skiffs" that were common along the New England coast during the late 1800's. Used in the commercial fishery, folks launched through the surf and rowed out to the fishing grounds. Their narrow flat bottom enables them to be parked upright on the beach. Their "planked skeg" allows them to be more easily built and avoids the added weight of a heavy keel. Developed before the advent of power, they were superb pulling boats used year-round in coastal waters.

Our Wineglass Wherry is a synthesis of two such boats, the Penobscot Bay Salmon Wherry and the Sea Bright Skiff. Like her predecessors, she exhibits good stability and can handle wind and chop with grace and speed. Plus, her woodcore-glass-epoxy hull makes her rugged, lightweight and extremely strong.

A Versatile Craft

Our customers put their wherries to many

campfires. We estimated that two out of four people on the circuit came from Europe! Folks who like to get into the back country are all looking for the same thing, quiet, time to watch wildlife and time to enjoy using your body. Everyone we met revered this paradise of wilderness.

So consider taking a Wineglass Wherry on a great water adventure. We plan to take her down the Green River in Utah come spring. Go row! Where all roads end, the real adventures begin!

uses. Some want exercise and a full body workout. Others quietly pull out at dusk to watch otters feed and osprey hunt. Some want to camp. They load their craft with waterproof gear bags and row off for the weekend. Some row into open saltwater to fish for salmon and halibut. Retired folks put out crab pots and check them daily from their wherry. Families pile in for picnic destinations and low-tide exploration.

The Wineglass Wherry makes a fun sailing craft. The fully illustrated construction manual comes with specs for rigging the Wineglass with a 55 square foot sprit sail or a 42 square foot Marconi. Diagrams show placements for a mast, centerboard or daggerboard and tiller.

The Stitch-N-Glue Process

Our beautiful multi-chine Wineglass Wherry is a "stitch and glue" boat built upright on the floor. No strongback required. The builder sews pre-cut planks to each side of the bottom panel. Next, the temporary transom and center station frames are "sewn" in place, using 19 gauge wire. The remaining planks are sewn snug around these frames. The hull can be assembled in 15 hours.

After wiring, you then edge-glue all of the seams with a dental syringe filled with epoxy. Let it dry overnight, then cut and pull the wires, remove the temporary frames and glass the hull inside and out. The precision pre-cut seats, thwarts, breasthook, knees, transom and gunners are then glued in place. It is a very easy process. No lofting, no station frames, no strong back, no mold, no spiring, no cutting and no power tools are required. The entire boat can be built in 70 to 90 hours.

Ultra-Light and Strong

The finished boat weighs only 90 pounds. The 6-ounce glass cloth used to sheath the hull, inside and out, goes completely glass clear. If you plan to launch and land the Wherry primarily on beaches rather than at a dock, we recommend two layers of 6-ounce cloth on the exterior. You can finish the boat by painting, or bright finish her with a UV filter spar varnish.

For more information write to us at Pygmy Boats, P.O. Box 1529, Port Townsend, WA 98368.

We Buy Canoes

Wood/Canvas * Wood/Fiberglass
Birchbark

Any Condition * Highest Prices Paid
Howard's (508) 768-7282

Last September my father and I brought our Bolger Jinni down to the ramp in Milford Center. It was a perfect day for sailing. My mother and my parents-in-law met us at the ramp for the big launching.

After getting her in the water, we snapped some pictures and began rigging, stepped the masts, added leeboards, rudder, electric motor and ran some lines. We snapped a few more pictures and were off.

The electric motor pushed us silently along. I waved to a curious woman who was prepping her sloop to go out. She waved back smiling. We passed the yacht club and were out into Long Island Sound.

We turned to get out of the channel, unfurled the sails and attached the sprit booms. Once finished, I adjusted my foam seat while waiting for the wind to pick up.

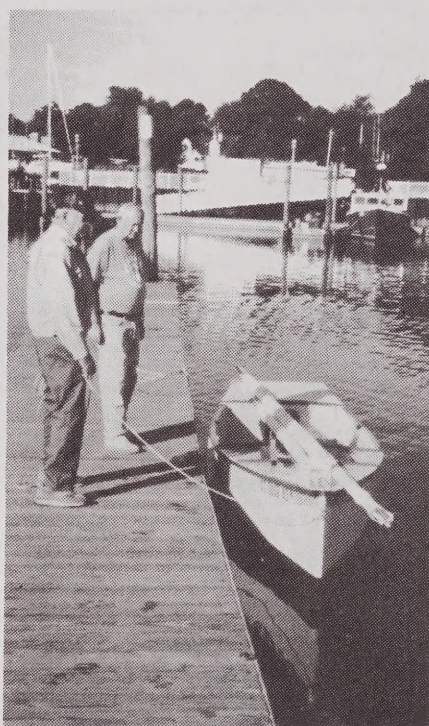
We ghosted toward the Charles Island sandbar, passing my mom, who was on the beach taking pictures. Gradually the wind picked up. We tacked a few times in order to round the back of Charles Island.

While going past the island, we passed a dozen or so cormorants standing with their wings open on the large rocks. By this time the wind was blowing pretty good and I was getting used to handling the boat. I compare her to my Sunfish, performance-wise. She seems very fast, especially from the beam reach on down.

I let my dad take the tiller for a bit since he played a great role in helping me build her. While enjoying the ride, I adjusted the tack downhaul and had a look at things. Everything seemed to be operating properly. The sails

The Launching of Helgaflundra

By Darren Garlock



were drawing nicely, the main mast was holding all that sail without breaking.

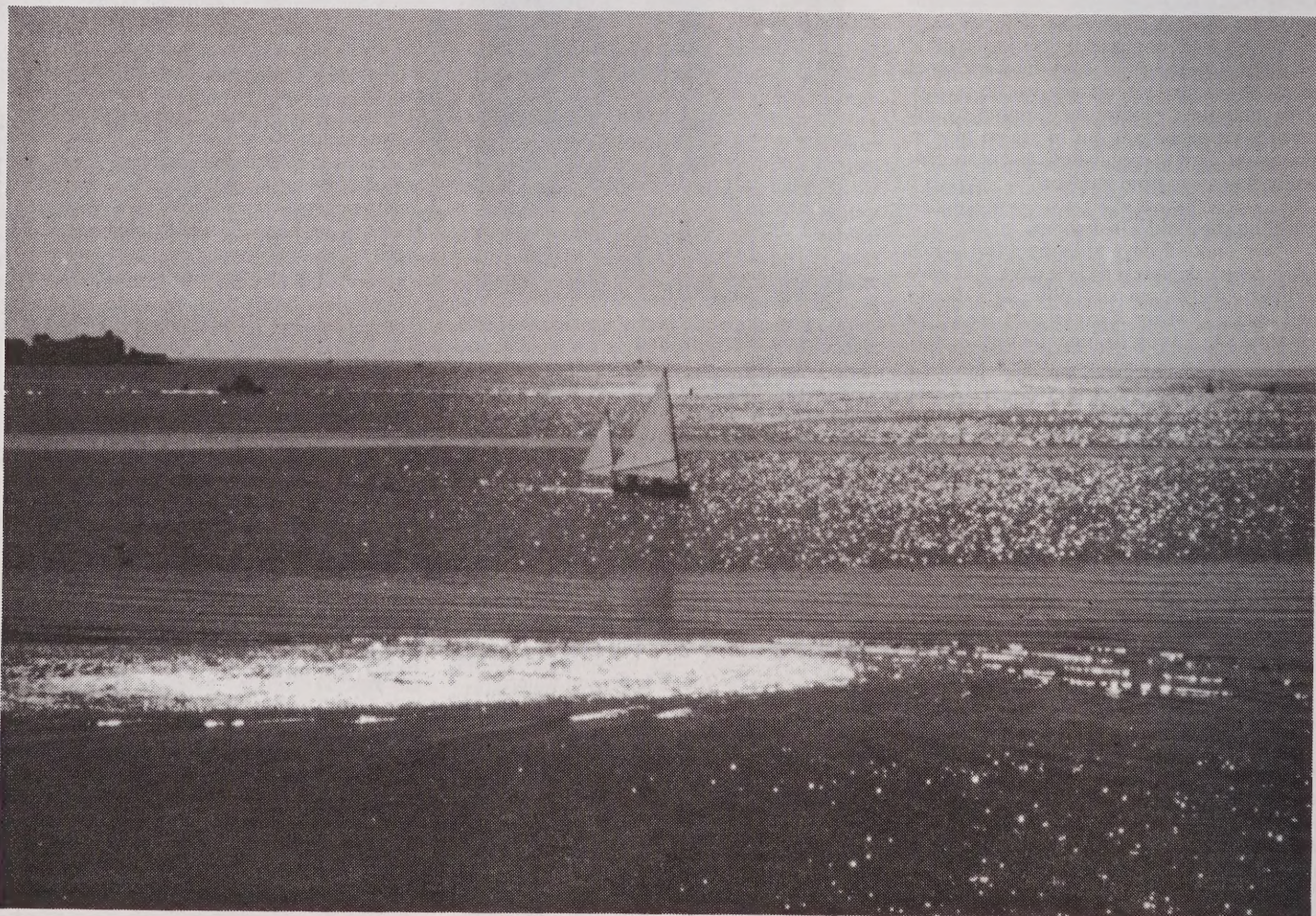
After taking the tiller back on our reach, I fell off a few degrees and heeled a little more. She sounded happy after that.

We soon passed St. Gabe's Church and decided to turn around for a broad reach back parallel to the beach. Again, I was impressed with her sailing manners. She also proved to be very stable running wing and wing. She doesn't roll a lot.

We came back around Charles Island on our run and passed through the lee of the island. Now would have been the time to put in a reef. The wind was at about 13. I'll have to remember that for next time. Instead, I just spilled the wind from the main and feathered the mizzen since we were heading in after a few high speed beam reaches on the lee side of the sand bar. Striking the sails proved to be less than graceful, but I'm sure after more practice I can work out a system.

All in all, I'm very happy with her. Her size, capacity and handling have proved to be what I expected from reading every article and book I could find about Sharpies. The only changes I made from the plans after talking to Jim Michalak (the builder of the prototype) were a 1/2-inch bottom instead of 1/4-inch and a slightly increased mizzen. Both changes seemed to be positive.

I would like to thank the following for making my project a success: Phil Bolger, Common Sense Designs, the late Walter Reynolds, Jim Michalak, my family and, of course, MAIB for bi-monthly inspiration.



The Flying Proa of Kapingamarangi

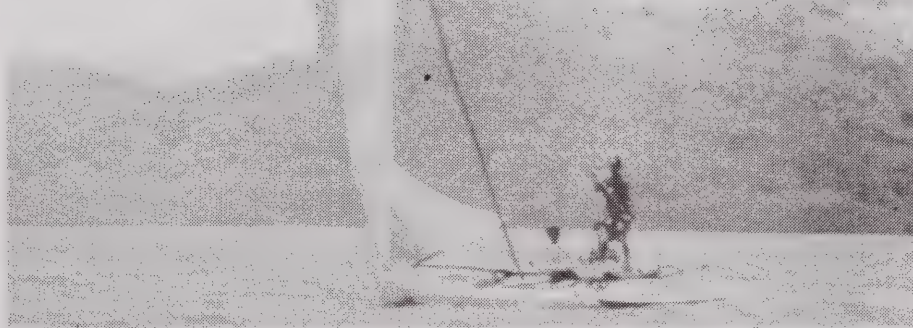
By John Scull

We were setting off on a great adventure. My wife Linda and I were going for a year of teaching and relaxing on the island of Pohnpei in the Federated States of Micronesia, the Caroline Islands of the Pacific. Among other things I wanted to do on a Pacific island, I planned to learn to sail an outrigger canoe. These fast, seaworthy craft were developed in Micronesia and gradually spread throughout the Pacific, often displacing the Polynesian catamarans and Indonesian trimarans. I had been fascinated with them since my childhood. Even so, it was with sadness in my heart that I sold my 15-foot Kestrel and loaned my canoe to a friend before boarding the plane that would take me island-hopping across the Pacific.

I was very disappointed, then, when I arrived on Pohnpei and learned that the sailing canoe had nearly faded into history. I was about ten years too late; the last sailing canoe anyone had seen had belonged to settlers from the little-known Polynesian atoll of Kapingamarangi, 500 miles to the south. They had supplemented their income from wood carving and fishing by taking the occasional tourists who visited this remote island for rides in the lagoon until their old canvas sail ripped in a gust and their sailing business came to an end. The local people now used boats for work, not recreation, and outboard motors caught more fish.

Then Linda discovered that a man about my age who worked at the post office was actually from Kapingamarangi. Deturo said he could remember sailing as a young man. With enthusiastic prodding from me he agreed that sailing had been great fun and that it was sad that young men didn't even learn how anymore. He said many men in his village agreed with him and one day he invited me up to talk. After drinking many coconuts at many meetings we struck a bargain: I would provide sailcloth, Deturo would provide a canoe, his brother would make a sail and his friend Uruhet would teach me to sail. Then, after I left the island, they could again take tourists for rides. I wrote to my brother Jim in San Diego and he sent me two rolls of leftover sailcloth from a hang glider company. One roll was orange, one was turquoise and there was enough cloth for two proa sails.

A crowd of children and villagers gathered to watch the making of the sail. The sailmaker lay the spars for the lateen sail in the sand and drove stakes in at the corners. He stretched telephone wire between the pegs and then, using a complex method of folding the wires, measured the locations for more pegs to give the sail an appropriate amount of camber. These wires were then used as a pattern for cutting the cloth. The sailmaker and his assistant then cut the cloth for two striped orange and turquoise sails. I found the colors loud and garish but the islanders loved them. There was some doubt among onlookers, though, that the light, papery dacron would prove as strong as heavy canvas. After carefully cutting the cloth with a knife, Deturo's brother went to work with a less-than-traditional electric zig-zag sewing machine.



The canoe sailing past Pohnpei's Sokehs Rock.

As the pictures show, the seams of the sail ran vertically between the spars instead of horizontally as would be expected. Quarter-inch cord was sewn into the seams on the luff and foot of the sail. Another cord, outside the seam, was tied to the first with fishing line at three-inch intervals. This cord was then lashed to the spars with fishing line.

The sailing canoe itself was about 22 feet long. Its sharply-pointed, fine hull narrowed at both the top and bottom. It was carved from a single breadfruit log and planks for gunwales were then sewn on with sennet (coconut fiber) cord. The seams were sealed with breadfruit pitch. The canoe hull had a sharply vertical entry at both ends. I was told that when they first brought their canoes from sandy Kapingamarangi to volcanic Pohnpei, they had experimentally rounded these points so the canoes could be easily dragged ashore on this rocky island. It was found, though, that the modified canoes performed very poorly to windward and were only suitable for paddling or motoring.

Years of vibration from an outboard motor had loosened everything so the canoe needed extensive work. No nails, screws, glue, or other imported fasteners were used on the canoe, the outrigger was held together with sennet lashings. Somewhat like Manila rope, sennet has a coarse surface so that lashings and slip knots hold fast through friction. When tying down shrouds or the sheet, a turn of the line around an outrigger strut serves as well as an expensive cam cleat.

Preparation of the sail and the canoe continued fitfully for over five months. At first I was impatient and frustrated with the slow pace, but gradually I adjusted to island ways, relaxed and took advantage of this rare opportunity to participate in local village life. Finally, when I had almost given up, Deturo said everything was ready and we went on the first of many day sailing trips both inside and outside Pohnpei's barrier reef. The northeast trades usually blew at force 5, raising whitecaps on the lagoon. Occasionally there were brief rain squalls accompanied by storm force winds.

In Kapingamarangi tradition both women and men sail. Linda's job was to stand on the outrigger, shifting her weight to keep it just skimming the water as the Kapingamarangi woman is doing in the photographs. My job was to hunker on the narrow hull with the other

(male) crew members. When sailing upwind or on a reach, the forward crew member bails while the after one handles the sail. When running before the wind, the forward crew member handles the sheet while the after one holds the steering paddle on the leeward side of the canoe and presses it down with his foot. Normally, one crew member also always has a trawling line tied around his big toe. I never tried this, but my Polynesian teachers all had scars on their toes.

The canoe is double ended and to change tacks the canoe is turned perpendicular to the wind, the forward crew member lifts the tack of the sail and passes it to the other end of the canoe. The sailor at that end fits the notched end of the yard over the leeward gunwale. The other crewman sheets in the sail and the canoe heads off in the opposite direction. Once it has gained speed it is steered back on course. In this way, the outrigger is always kept on the windward side of the canoe and the rig is held up by the pressure of the wind against the single shroud tied to the outrigger. Instead of having a skipper and crew, the canoe has a starboard tack helmsman, a port tack helmsman and someone on the outrigger for moveable ballast.

Rigging the canoe is simple, the sail is unrolled, the mast is raised and the shroud is tied to the outrigger.





Tacking 1. The canoe is steered on to a reach and the sail is luffed.



Tacking 2. The tack of the sail is lifted and passed to the other end of the canoe.

Tacking 3. The sail is sheeted in and the canoe quickly accelerates on a reach on the opposite tack. The canoe is then brought on to its new course.



When sailing downwind the canoe is steered by dragging a paddle in the water. When sailing on a reach or when beating, however, steering is accomplished by shifting the crew around or controlling the sail, rather like a sailboard. Move the weight forward and the canoe turns down wind, move the crew aft and it heads up. The center of effort of an Oceanic lateen sail is well forward, sheet in the sail and the boat falls off the wind, ease the sail and the boat points up. Point up a bit too far and the whole rig comes crashing down.

It seems to be essential to the proper performance of the canoe for the outrigger to be completely rigid except for extreme flexibility with respect to twist in the vertical dimension. This flexibility, along with an alert crew, reduces the chance that the outrigger float will submarine when it strikes a wave. Should this happen, it brings the canoe sharply up into the wind with a surprising and usually unpleasant result.

Speed and safety depend mostly on the skill and alertness of the crew. For maximum speed the outrigger float is kept skimming just above the waves. On our Kapingamarangi canoe this was accomplished by having a standing crew member walk on the outrigger and sometimes lean out while holding the shroud. We later saw canoes in Kiribati (the Gilbert Islands) with long outriggers like ladders. The crew constantly climbed up and down to keep the boat balanced.

When a violent tropical squall is seen approaching, the rig is quickly taken down and laid on the outrigger frame. The canoe will now naturally lie to with the outrigger to windward. As long as the crew keeps its center of gravity low, the canoe can ride out any weather in this way. Voyaging canoes caught in hurricanes make very little leeway and are in no danger as long as the canoe does not break up.

It is no accident that the proa was developed in the tropics. It is a very wet boat and sailing one in my home waters off the coast of Canada would likely result in hypothermia. Bailing is an almost continuous activity when sailing at any appreciable speed and speed is usually appreciable. I clocked our canoe at eleven knots over a one-mile stretch in the lagoon, and I know we often went much faster. Voyaging canoes in the Caroline Islands have reportedly made long passages at average speeds of as much as 11 knots and larger Marshallese canoes have been clocked at 16 knots.

As I sit writing this I can feel the salt spray in my face, hear Uruhet laughing and shouting directions in broken English and see Linda trying to keep her skirt down while standing on the outrigger float. I can remember becoming disoriented in the middle of a tack and the terror of my first time handling the sail. Mostly I remember the sheer exhilaration of slicing through choppy water and surfing down swells.

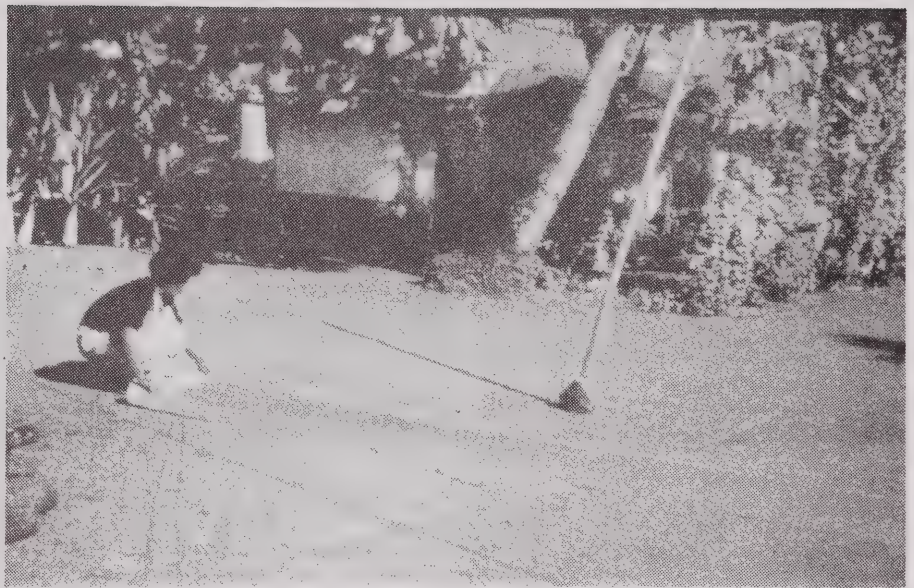
The only sailing experience I have had which could compare has been sailing in a Hobie Cat. Amazingly, the Oceanic proa was developed about 1,000 years earlier than the Hobie and is built without metal fasteners or other modern materials. It wasn't until the late 19th century that European vessels could match the speed or windward performance of these traditional craft. The canoe we sailed was a small fast boat built for chasing migratory fish, larger canoes were used for voyaging everywhere in the Pacific from Hawaii to

Saipan to New Zealand to Easter Island.

More important than the excitement of sailing was the chance it provided us to make friends with Deturo and Uruhet and to have a glimpse of the life of the people of Kapingamarangi. We spent many hours visiting their woodcarving shop as work on the canoe fitfully advanced. We were invited to village feasts. We listened to their beautiful choral singing in the thatched men's house (where they also showed videos). We were able to take the ship *Micro Glory* to Kapingamarangi itself, about 20 green islands circling an emerald lagoon. The tidy village on the atoll has an atmosphere of peace and order that seems as old as time. I don't know if they are again taking tourists for canoe rides, and I don't know if we started a revival of teaching young people how to sail. I just learned how exciting it can be to experience skills and technology that are completely at peace and of a piece with their environment.



The sailmaker using traditional methods to lay out the sail shape.



The sailmaker preparing to cut the sailcloth.

BLUEBERRY

by David D. Hume



Experiences designing, building and sailing a 20'3" gaffer. This handsome book is illustrated by the author's pen and ink drawings of the the boat and its environment, the south eastern Connecticut shoreline, Fishers Island Sound and the lower Connecticut River. Birds, fish and flowers were his companions on the water. His extended correspondence with Phil Bolger is a unique account of a collaboration between designer and client. This book will appeal to Bolger fans as well as readers brought up on *The Wind in the Willows*. It will be an inspiration to those who dream of building a pocket cruiser.

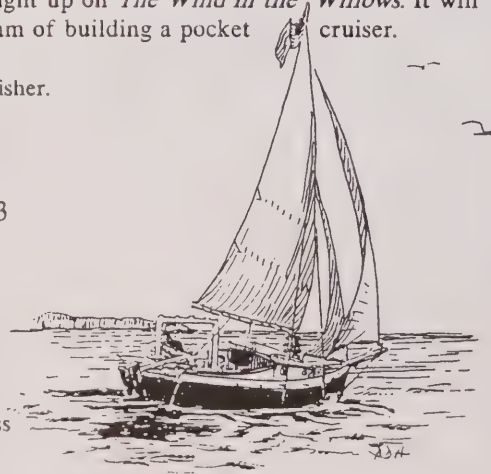
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It was over Labor Day weekend in 1945 that we were told we would have the whole a whole week off from our accelerated medical school course, so when Walt asked if I would like to go for a sail with him, I jumped at the chance. I had been brought up in Cos Cob, Connecticut and had sailed a small cat-rigged skiff frequently in Riverside Harbor. Over the next several days we planned our trip from Sheepshead Bay, where the boat was moored, to Riverside Harbor and back. Walt and several of his friends were part owners of an 18-foot sloop-rigged boat that looked like a Lightning but beamier with an open cockpit, centerboard, transom hung rudder, tiller and floor boards, a V-bottom, hard chines and a small foredeck. An able sailer and very stable, which probably saved our lives.

We got our gear and provisions aboard except we found we had no PFDs and no paddles, so we started as "just a try out run," telling each other that we would come back for the essentials, or at least some paddles. But when we found ourselves around under the then new Verazano Bridge, it seemed a shame to waste all that time and effort so we decided to just keep on going. We sailed on up past many ships anchored out and past Governor's Island and on into the East River. As it was getting late in the day, we put in to what is now the South Street Seaport and tied up to pilings on the north side near the river. We ate some sandwiches and were wondering what to do for the evening.

We got talking to a man who ran a water taxi and he asked if we would like to go with him on his next trip. That sounded like fun to us so we agreed. Pretty soon he had a load so we went aboard and took off around the lower New York Harbor. One of his passengers had obviously been celebrating for some time and finished his bottle and tossed it overboard just as we were about to come alongside his ship, which was empty and rose a good 30 feet out of the water. Down the side hung a Jacob's ladder which seemed to flop and sway in the mild seaway. Our drunk managed to make the transfer from the tossing foredeck of the water taxi to the moving ladder without incident. The taxi man backed off, but stood by "just in case," and we all watched him as the man somehow managed to climb the ladder and appeared to fall inboard over the rail only to reappear grinning in a moment, waving his thank-you and farewells with a full bottle in his hand, which he had carefully hidden in his shirt front. The taxi man gave a sigh of relief and took off for the next call.

The rest of the evening was uneventful and we bedded down in our boat for the night as soon as we got back, looking for an early start in the morning. We were out on the river fairly early, at least early enough for a tug boat captain to yell at us from his pilot house window "whatcha tryin' ta do? Getcha names in 'a paypahs?" We recalled seeing that three young men had drowned in the East River the week before.

But we were young and immortal, right? So we were sailing up the west side of Roosevelt Island, making slow work of it, when a tug went by us pulling an empty barge. Walt suggested we get a tow through Hell Gate and I agreed. We got the attention of the man at the stern of the barge, who quite rightly tried to wave us off, vigorously gesticulating and yelling at us in a language neither of us recognized, not that we paid the poor man any at-

Whatcha Tryin' ta Do? Getcha Names in 'a Paypahs?

By John P. Myers, M.D.

tention. I am sure we understood him well enough but preferred to ignore him. So while trying to calm the man down, we tried to entice him to take our painter as we angled our boat toward the overhung stern of the barge. Bad move! No sooner were we within painter distance of the overhung stern, than the powerful undertow created by the barge's passage through the water slammed us viciously broadside up against the stern and pinned us there in no uncertain a manner. I remember having the devil's own time pushing and straining to get us free from the grip of that barge. Needless to say, we gave every barge a wide berth from then on. Even today, some 50 years later, I still don't like to get close to one. Well, no damage done to hull or rigging, nor did we even ship any water. A very stable boat. But I guarantee there were two smarter and humbler young men on board that small sloop from then on.

We must have had the tide with us, for I remember no problems with Hell Gate. I know we cleared the East River and anchored off the point that holds the Merchant Marine Academy and had a good night's sleep at anchor. The next morning we got an early start and made it all the way to Riverside Harbor. We found a place to anchor and blew for the club launch, which took us in to meet the dockmaster who turned out to be a very nice guy. We walked around a bit, then took the bus in to Greenwich which was nostalgia time for me. I am not sure what Walt got out of the expedition except a good meal at an eatery up near the theater in Greenwich where I remember my father took me to for one of my rare eat outs, probably occasioned by my mother being in the hospital for a few days at the time.

I must have walked Walt's legs off showing him the town and the schools, while bending his ear about how things used to be. I even told him about walking home from school and picking up used matchbook folders, and how I eventually had a remarkably eclectic collection with folders from almost every state in the union as well as a few from abroad. All from one side of a three-mile section of the Old Post Road.

I must have bored Walt to tears, but I finally got through reminiscing and agreed to go back to the boat. We took the bus back and walked to the yacht club. The launch took us out to the boat while we retrieved our sleeping gear and took us in again to the shore where we rolled out our sleeping bags on the club's small swim beach at the dock master's insistence and had a fine sleep. Which only goes to show never make snap judgments. I had from my earliest days always thought that the yacht club was full of snooty snobs from whom it was best to expect nothing. But I guess all people are nice if you give them a chance.

In the morning the launch took us out to our boat for the last time and we got underway as soon as possible. I had the helm to get us out of the harbor safely, and when we got outside we found it making up a strong clear

northeaster. We just rolled down the sound wing and wing with a bone in our teeth and all sails drawing, actually surfing down many of the waves. It was such fun I refused to give up the helm to Walt until we were well inside the East River. Fortunately, the wind held at a good steady 20 knots so we again had no problem at Hell Gate and it wasn't until we were down off Roosevelt Island when we noted our sails were straining and we were creating a wake like a Chris Craft at full throttle. We looked up to a pathway along the Manhattan side of the river to see a little old man on crutches barely able to walk who was making better headway than we were. We finally came to truly believe that there really is strong and rapid current through the Hell Gate area. At that rate we decided it was a good time to eat, so we grabbed a piling under the Queensborough Bridge and tied up to have lunch and wait for a change in tide. It was much easier then and we began to think of getting home that evening so we were pushing it a bit.

Now I was pooped out from all the great sailing that morning so eventually I gave in and unrolled my sleeping bag on the floorboards in the lee of the centerboard well and lay down. I was soon dozing, dreaming of the great fun of the morning sail, comfortable as a man can get with my head up under the small deck and the water gently splashing a few inches from my ears, lulling me to sleep. Suddenly there was this terrible prolonged blast of a horn as if a large fast motor vessel was about to run us down. I jumped up about two feet, banging my head on the foredeck and sat up to be greeted by a laughing Walt, who had been monitoring the Queen Mary's progress as it came out of the harbor. It was on a parallel course and still at least 1/2 to 3/4 of a mile away across the harbor narrows, broad on our starboard quarter. It was all lit up and still closing hatches. I guess they didn't have to worry about blackouts so close inshore. It was quite a sight, but oh that horn! It certainly made a lasting impression on me. Walt claimed it was the custom for outward bound vessels to blow a blast about there so, while I had never heard of such a custom, I always believed he had set me up as a get-back for my hogging the tiller all the sail down the Sound that morning. I believe he forgave me because he was my best man at my wedding some ten years later. Perfect gentleman that he was, he never mentioned that cruise again, at least not that I know of. We made it home that evening without further incident, as I don't remember anything else that happened from then on into the mooring in Sheepshead Bay. I do recall taking the subway home and telling my folks about the grand sail of that morning and how long ago and far away it seemed, as if from another world, even so soon after the event.



Retired...4th Time

By Edward Rogers

What is a kayaker and rower doing with a 90 hp hardtop fishing boat?

It is interesting how boating plans change from year to year and over time. When we sold The Small Boat Shop and retired, we made plans to do some serious kayaking and rowing. However, rapidly approaching age 70, a full day of kayaking and an overnight camp on a deserted island lost some of its appeal. Bathrooms, hot food and a more comfortable bed seem more important than it did some years ago. We had the solution!

When we retired we brought with us the "basic needs" of two kayakers and rowers as follows:

Two Keowees for easy kayaking, roomy and comfortable. Good for guests new to kayaking, good for short trips and confined waters, easy to carry (35 pounds), both fit in van (9'2" long), indestructible polyethylene, safe from overturns in the winter (29" wide); and cheap (\$399). These little boats are a joy.

Two Real Sea Kayaks, one Sealution, kevlar, skin-coat (i.e., no gel coat saves five pounds), weighs only 29 pounds, no rudder, basic boat and as easy to carry as a Keowee. Great boat for dieting and weight control! As my weight gets over 165 pounds, I get stuck in the boat and can't get out. Then I drop my

weight back down to the 150's. The Current Designs Pices is wider, 24", and a bit heavier. It has a rudder, a big help in following seas and room for extra gear. At about 50 pounds it is harder to carry, but easy to launch with a Wheel-A-Weigh boat cart. We built a small rack inside the van so we can carry both sea kayaks inside, one on top of the other. Great for short trips and easy to launch. Bad for long trips, carbon monoxide gets in the back of the van with the doors open. Called "the station wagon effect." Be careful of this!

Alden single, the finest sliding seat rowing boat made, in my opinion, and I tried them all. A perfect blend of stability, speed and light weight. You can't see where you are going. (I am going to try the Aquamotion Engineering "Front Facing System" that fits into the Aldens.) But, unlike a kayak, this is a wonderful full body exercise. I feel great after a day of rowing in my Alden. I would never be without an Alden.

Appledore Pod, best for winter rowing (33" beam) and the same sliding seat as the Alden. In choppy water the Appledore 16 double-ender is probably the best boat ever designed for safe winter rowing. It is a great boat to instruct new rowers because it can be rowed with one or two people. I would hate to

have to chose between the Appledore or the Alden. Perhaps the Appledore for winter and the Alden for summer.

This is the most perfect combination of boats that I can devise after 13 years of owning a small boat shop and using hundreds of different boats. I finally got tired of talking to people about boats, but now that I am retired I miss boat chatter. So if readers of my favorite magazine want to talk small boats, give me a call at (508) 240-2727.

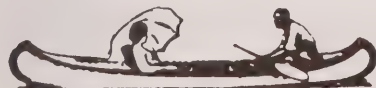
Back to my first question. What am I doing with a 21' Steigercraft outboard?

We were looking for a no-frills basic boat that would carry two kayaks on the cabin top. The boat would have to be shallow draft (9 inches) and have a head and two bunks. It would have to have a four cycle engine that was both quiet and did not spew oil into the water as all two cycle outboards do. It would have to be gas efficient and relatively fast. It would have to be really well constructed to commercial specs. Marine police, harbor patrols and commercial fishermen use this boat. No padding, no chopper gun, no frills. Company has been building the same boat for 25 years. Strictly "form follows function" which, to my eye, makes a handsome boat.

Now some people have no trouble going to the bathroom in a kayak or in the woods. In fact, there is a wonderful little book explaining exactly how to do this called, *How to S--- in the Woods*, written by a woman and very funny and practical. Some people can also sleep comfortably on the ground (as we used to do). But we find it much better to go to a kayak location, drop the boats into the water from our mother ship and return for a warm meal, a clean bathroom and a cozy night's sleep in our boat bunks. This answers the question of what two kayakers are doing with a power boat.

Next question is, why is our mother ship now for sale?

We just bought a house right near Pleasant Bay on Cape Cod. If we go down the little street behind our house we can launch on either little Pleasant Bay, or on the other side of the peninsula, big Pleasant Bay. The Bay is nine miles long with beautiful islands and beaches and only a two-mile paddle to a deserted, national seashore, Atlantic Ocean barrier beach. In short, we are living in a sea kayak wonderland and can kayak all day and then sleep comfortably at home. If anyone wants more information about this wonderful kayaking area or is interested in a kayak mother ship, give me a call at (508) 240-2727



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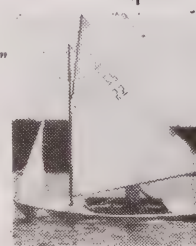
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STILLWATER BOATS

A NEW CONCEPT IN BOAT BUILDING



By J. Lewis Moore

One of the first boats I built was a wooden Folboat. It was, and still is, a very stable, reliable boat. It went with me on many camping trips, loaded down with gear, through fair weather and foul, and always brought me safely home. It became known as the "Tank" because of its weight (80+ pounds) as well as for its seeming indestructibility. Before very long I realized that the "Tank" was entirely too heavy for one person to be lifting up and down off racks on top of a pickup truck.

This realization led me to build an ultralite canoe with a wooden skeleton and fabric covering. Although this boat was a pleasure to lift and easy to paddle, I hit a submerged stump the second time out. This resulted in a tear, a quick paddle to shore and a lack of trust in the boat. After repairs, I never used it again.

The next boat was a Wee Lassie type, built glued lapstrake, out of 4 mm mahogany plywood as per Tom Hill's book. This boat had it all, reasonable weight, good strength and durability and was a joy to behold. Simple beauty at its best. But there were two drawbacks, the number of pieces and sanding. On a lapstrake boat there are quite a few pieces involved in just putting the hull together. Each piece takes time to make. Sanding all of those individual strakes was time-consuming, to say the least.

Sanding is an important issue with me. You see, I have been a cabinetmaker (fine furniture) most of my life and, in my mind, a beautiful finish is the only way to complete any work I do. One of the necessary steps to achieving this is sanding and then sanding some more. Not my favorite thing to do, so I try to make it as easy as possible. A broad flat surface is the easiest. The more edges or corners you have to sand, the more trouble it is.

With these boats and their various lessons learned, I began to search my mind for a method that would allow me to build a wooden boat that could be affordable for the average person, yet have the beauty and grace of higher-priced boats.

The result of this search is the Stillwater Boats. True canoe-shaped hulls, built using four pieces of wood!

The Stillwater Boats are built using a unique new method of cutting and bending plywood that results in a finely shaped hull with no ribs to sand around, no strakes to bevel and minimal fairing. Stillwater Boats are built on a very simple jig of just two station forms that can be set up on sawhorses, bench top or the kitchen table, if you're so inclined. Using a simple stitch-and-glue technique, you create a true rounded bilge canoe or kayak that is beautiful, lightweight, functional and easy to sand and finish.

The advantages of this construction method are many. First, the Stillwater Boats use only four pieces of wood for the basic hull. Others such as strip-built, multi-chine and lapstrake use many more. Fewer pieces mean less time. There are also fewer joints to work, and possibly fail, over the long term. Secondly, there is very little fairing work to do, unlike a stripper where the whole boat has to be sanded inside and out in order to fair all of those little strips into each other. Thirdly, the finishing process is much easier without all the edges of a lapstrake boat to deal with.

So, is this the ideal way to build? No. All methods have their advantages and disadvantages. What Stillwater Boats offer is a quick, lightweight and simple method that results in a nicely shaped hull.

Sunrise

The Sunrise is built as a double-paddle decked canoe.

The large cockpit has plenty of room for two, as well as the picnic basket.

This is the type of boat that I prefer for camping. With my heavy gear forward and myself in the stern seating position, an all-day paddle is a pleasure. The Sunrise shows less to the wind than does a more traditional Indian type canoe, therefore it is less prone to being blown off course. The ample deck helps keep you and your gear dry, and the seating position (on the bottom) keeps the boat more stable. The relatively light weight of the Sunrise not only helps out when paddling, but is even more appreciated when, after a long day on the water, it's time to load up the truck and head for the barn.

The prototype Sunrise weighs just 45 pounds. This is a real, finished weight including full epoxy encapsulation and a glass-smooth finish inside and out.

SUNRISE

Length.....15'-6"
Width.....31"
Depth.....12"
Weight.....45#



Sunset

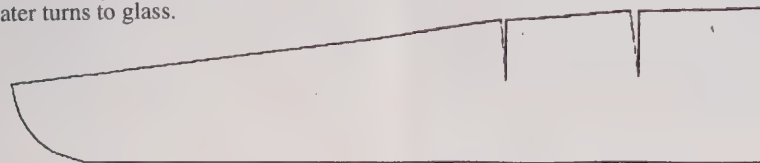
The Sunset is a more traditional looking canoe, reminiscent of the Rushtons with small fore and aft decks as well as a narrow side deck. As far as looks, this is one of my favorite boats. With its mahogany sheer strake and decks, trimmed out in ash and topped off with caned cherry seats, it is a real beauty!

The Sunset can be built as either a single or double paddle canoe by simply changing the mounting position of the seats.

As is true with the Sunrise, the Sunset is lightweight, just 47 pounds without seats. This is the boat in which to enjoy the warm glow of a summer sky as it fades to darkness and the water turns to glass.

SUNSET

Length.....15'-6"
Width.....33"
Depth.....12"
Weight.....47#



The Way It's Done

Stillwater Boats are built by cutting four panels out of 3 mm marine plywood, folding them together and fiberglassing the joints. What makes this work are vertical cuts that allow the panels to take their shape. A simple idea, a simple boat.

The Stillwater Boats, although simple, when completed with a little care are beautiful, as attested to by the winning of first-place ribbons at the 1996 Mid-Atlantic Small Craft Festival XIV held at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland.

The essence of the Stillwater Boats are the four plywood panels that are shaped roughly like the one shown above. These panels have a set of specifically cut notches in them that allow them to be bent around a form to achieve the desired shape. As far as I know, no other method of bending plywood will allow this to happen!

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Marine surveyor David Jackson of Anacortes bought his sons a Jabiru puzzle boat kit for Christmas. At ages 8 and 11, Jackson thinks the boys are just the right ages to begin their boat building careers.

"Since I first saw the system I thought it was an interesting method," says Jackson, who has built 27 boats, including a 43-foot schooner. "The kit will be a great introduction to boat building. After all, it's just a jigsaw puzzle."

The Jacksons are among the first to purchase one of several puzzle boat kits available through Flounder Bay Boat Lumber Company of Anacortes, Washington. Introducing several design options this winter, Flounder Bay owners Erica and Bob Pickett now offer the first two kits in a series of seaworthy, easy-to-assemble, value-priced paddle and sailing boats.

The "puzzle" part of the name reflects how the boats are put together through an ingenious joining system. The technique, developed and patented by Australian designer and sailor John Duncanson, allows these small boats to be assembled by simply joining the pieces together like a jigsaw. Everything needed to assemble the Joey, an eight-foot shore boat, fishing or sailing dinghy, and the Jabiru, a 14-foot paddleboat, is included in the kit. A third kit for the Paper Tiger, a 14-foot catamaran, will be in production after next fall. In addition, plans for sliding seat rowing boats

Flounder Bay Introduces Puzzle Boat Kits

By Leslee Jaquette

will be added to the list of puzzle boat kits in the near future.

While Flounder Bay has been supplying folks with every boat building necessity, advice, plans and specialty woods for a quarter of a century, Bob Pickett says their interest in providing kits to customers developed out of a natural progression in the business. The couple has been helping people build boats for decades, but many plans are fancy and require a high degree of skill and commitment. These plans also tend to cost quite a bit to build. "We always felt boats could be made out of many materials, they just need to be a good design and work," says Pickett. "For the larger population the kits are perfect because they are as simple as it gets."

From the start the Picketts were impressed with the puzzle boat system, the aesthetics of the boats and, most importantly, how well they work. "It's also nice to offer a quality product that our customers can enjoy easily and economically," says Pickett of these boats that can be built, in the case of the Ja-

biru, in only 40 hours for around \$700.

In addition, every boat is made out of the finest plywood Flounder Bay can buy. Lloyd's rated, the wood is a hardwood called ocume that grows on plantations in Africa. The waterproof plywood is manufactured in Greece by the Shelman Company, where an anti-fungal glue is applied to increase the plywood's rot resistance.

Lori and Wayne Heuple represent just one segment of the puzzle boats potential markets. Empty nesters who live on a houseboat on Lake Union in Seattle, the Heuples were looking for a boat to replace an old canoe. Then Wayne spotted the Jabiru at the Wooden Boat Show last summer. "He was intrigued with the design, it looked like fun to build, the price was right and it appeared to be a neat project we could do together," says Lori Heuple.

As promised, the kit went together quickly and easily. Although the recent winter storms have temporarily halted progress, the Heuples need only to finish applying sealant, paint and trim to be ready for shore excursions this spring. Lori Heuple, who particularly enjoys the finish work, says, "The kit is remarkably self-contained. Everything is thought of from the rubber gloves and spatulas to the paint brushes and face masks."

While Lori Heuple felt the written instructions could be somewhat clearer and the couple prefers slightly longer paddles than those included in the kit, she couldn't be more pleased with the end product. "I can't wait to complete the finishing touches and get out and play."

Here is a brief description of Flounder Bay's puzzle boat kits:

Joey:

The Joey is a eight-foot-long shore boat that weighs 60 pounds and takes from 80 to 100 hours to build. This boat comes with two rowing stations and rows well for a little dinghy. The boat will carry up to three adults. Three large tanks provide ample reserve flotation.

The Joey design can be modified in several ways depending on use. For those who want auxiliary power, the Joey can be equipped with a small motor up to 3-4 horsepower. The center flotation tank can be altered to carry a battery for an electric motor. Fishermen can use that same small tank as a live well.

Others may want to build the Joey as a sailing dinghy. In that case, Staff Sails of Bellingham provides to Flounder Bay a 44-square-foot sail that attaches like a sock. The aluminum mast comes apart so it can be stowed onboard. In addition, the Joey comes equipped with a substantial bow eye, allowing it to be towed with ease. While oarlocks are included, oars are not part of the kit due to the fact that most boaters have their own sense of what they want. Also, many people already own a set of oars.

The Joey kits come equipped with everything including little screwdrivers, wrenches and hardware. A drill is not needed because the holes are predrilled. Joey rowboat kits cost \$641.41 with tax. The Joey sailboat kits run \$1,396.01 with tax.

Jabiru:

The Jabiru is a 13-foot paddleboat that can be either paddled like a canoe or a kayak. These streamlined boats carry two adults comfortably, weigh 60 pounds and take around 40

hours to construct. This kit has two watertight compartments, fore and aft, that provide substantial flotation. They are accessed through deck hatches. Flounder Bay includes one set of paddles because it is such a perfect double. Similar to the Joey, these kits contain everything necessary to build the boat in the living room, basement or garage except the topcoat. Most people like to choose their own colors.

The Picketts see the Jabiru as a particularly perfect boat for school groups, scout troops, grandparents-grandkids and families to assemble. Eight-year-olds to octogenarians can follow the directions.

One of the most attractive aspects of building any of the kits, notes Bob Pickett, is that none of the operations must be completed from beginning to end. This eliminates the need to "set aside" a certain number of hours or work up a case of anxiety that any one part is critical. As Pickett says, "The only consideration might be gluing panels just to use up the glue you have mixed. Aside from that, you can stop anywhere you want."

Another fun benefit is that folks building the Jabiru can tell it's a boat within two to three hours. The Joey takes shape in eight to ten hours. The Jabiru canoe kits cost \$714.40 with tax.

Paper Tiger:

The Paper Tiger is a well-known, high-performance catamaran in New Zealand and Australia. With thousands of these home-built PT's already in circulation, this boat is a popular recreational design that performs well against competing 14-foot cats. A proven design, the Paper Tiger weighs about 110 pounds, carries 100 square feet of sail and is eight feet wide. Similar to the other kits, the Paper Tiger can be shipped anywhere in the world by UPS.

Once royalty negotiations are completed, Flounder Bay intends to start testing the racy vessels and prepare for production. The Paper Tiger will run around \$2,500.

All the puzzle kit designs are the brain-child of John Duncanson, former finalist in the Sidney-Hobart Ocean Race and winner of several prestigious boat design awards including the Australian Design Award 1984 and the Duke of Edinburgh Award for Design Excellence 1986. After trying to market vessels up to 30 feet in length built by the puzzle system, Duncanson discovered that most people were more attracted to the little shore and paddle boats. After an unsuccessful attempt to manufacture the boats in Thailand, he became interested in licensing to Flounder Bay.

Intrigued with the puzzle boats from the first, the Picketts purchased in December, 1995, the exclusive rights to use the patented joining system worldwide for boats up to 25 feet. Since then the Picketts have constructed a special facility at the lumber company to house the CNC (computer numeric controlled) router that cuts precision pieces, making the entire concept possible. The router cost \$45,000, the software that acts as command center for the router cost the Picketts an additional \$15,000, with extra items running the tally up to an initial investment of around \$70,000. Del Kahn, a longtime Flounder Bay associate, programs the massive machine which can cut the most intricate designs.

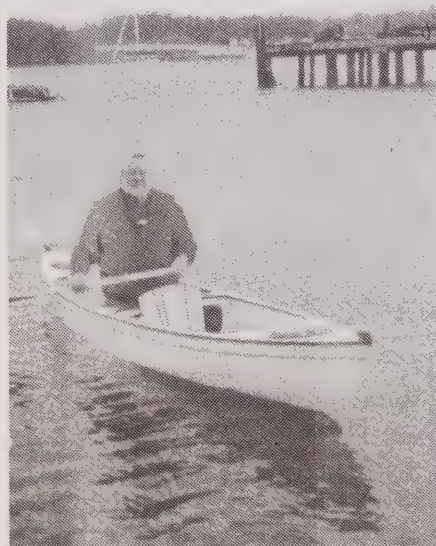
All this effort is to capitalize on an untapped need. Over the years a number of small,

home-built boats have enjoyed incredible popularity and staying power. Some of these include the Mirror Dinghy, Optimist Pram and El Toro. The Picketts view the puzzle boats as the next generation of great little boats. "This is a great family project that produces nice boats," says Bob Pickett. "With a minimum amount of care and finish work, builders will have a handsome boat."

In the next year efforts will be made to position the puzzle boats in a number of top catalogues. Flounder Bay may also develop a system of local distribution. People will see the boats promoted at northwest events and boat shows such as the Sportsmen's shows and the Wooden Boat Festival in July. Currently scout troops and school groups are building boats for fundraising benefits and raffles.

While several local companies such as Seattle's Wooden Boat Shop, Pygmy Kayaks in Port Townsend, Washington, and Wayland Marine of Bellingham, offer a variety of small boat options, the Picketts find the puzzle boats offer northwest boaters the best new options available.

For more information: Flounder Bay Boat Lumber Company: 1019 Third St., Anacortes, WA 98221-1503, phone (360) 293-2369, fax (360) 293-4749 or toll free 800-228-4691.



Clancy:

Earlier in the decade Flounder Bay commissioned Rich Kolin, a prominent West Coast small boat designer and author, to design the 10-foot-long Clancy. The Picketts wanted to offer customers a sail-trainer that would be easy for an adult and child to build in the garage and to sail on a bay or lake. While the Clancy is relatively simple to construct and costs about \$1,500, it does take more skill, materials and time to complete than the puzzle boats. Over the past five years Flounder Bay has sold more than 200 boats, with sales now averaging around three Clancys a month.

A favorite with kids' sailing groups, the Clancy is designed so people can procure the correct materials anywhere. Flounder Bay also offers a builder's package that includes everything needed to build the boat. Most folks view the sailing Joey and the El Toro as its closest competition.



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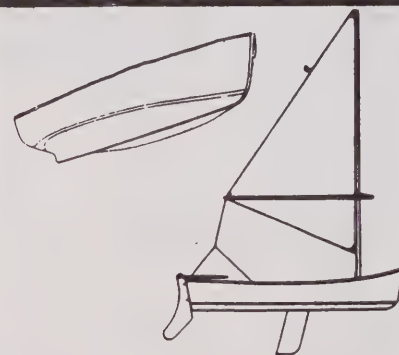
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The new owner of my Capri-13 recently asked me if the boat came with a rigging instruction manual. I replied in the negative but volunteered to write one for him. In fact, I offered free sailing lessons with the boat next season. Although he gladly accepted my seemingly charitable offer, it was simply a shameless attempt on my part to get myself back on my old boat. There are now other boats in my life but I'll always have warm feelings for my first. In preparation for next season and the on-water sailing lessons, I've written a brief primer on rigging. A Capri-13 can be rigged in ten easy steps. Like any good sailor, I couldn't help tweaking till I got a nice round number.

1. Drain Plug: Insert the drain plug. Of course, this means you should have some spare plugs in case of accidental loss. The smaller and more important something is, the more likely it is to get lost. Failure to remember the drain plug will lead to an undue amount of time in the water rather than on it. This is not good for boat speed.

2. Bowline: Tie a bowline to the bow. This is not a must but makes it possible to secure your boat to a dock or other floating objects. For example, I have found it useful for tying up to the larger yachts of my neighbors at anchor to toast the sunset on warm summer nights. In this regard, the advantage of a handy bowline should not be underestimated. The bowline is not for towing. If the boat's being towed, secure a line around the mast and forward through the deadeye in the bow.

3. The Centerboard: Insert the centerboard in the centerboard trunk. Be sure to tie a line from the centerboard's handle to the hiking strap or mainsheet block on the cockpit floor. This is to prevent loss of the centerboard in the event of a capsize. Unless you're planning on never capsizing, this is a critical precaution. However, as many aficionados will attest, dinghy sailing is not a dry sport. Alternatively, you can tie a bungee cord from the eye in the bow to the centerboard handle. This helps keep the centerboard in place on all points of sail and also gives the appearance you're deadly serious about squeezing every last fraction of a knot of speed out of your boat.

4. Tiller and Rudder: Slip the tiller and hiking stick underneath the traveler and then mount the rudder. If the tiller is mistakenly placed above the traveler, you will only be able to sail on one point of sail. Not being able to tack or gybe can be particularly vexing if you took the trouble to bungee cord your center-

How to Rig Your Capri-13

By Ken Ong

board in the aforementioned step in order to give the appearance of potentially blinding speed and heart stopping sailing proficiency. Next, insert the pintle ("gizmo") into the gudgeons ("whatzits"). Don't feel badly if you confuse these two rudder parts. I always do.

5. Hoisting the Sail: Insert the battens into the batten sleeves in the sail leech. Connect the two part mast and insert the mast into the sail sleeve. Please take note that this is best accomplished while the mast is in the horizontal position. This may not be entirely self-evident to the uninitiated. Finally, raise the mast to the vertical and insert it into the mast step. If possible, it helps to be walking into the wind when carrying the mast to the boat. Do not be discouraged by the lively discourse and exchange of money by the on-lookers. They're often found making bets whether or not you can insert the mast on the first attempt.

6. Boom: Insert the boom onto the gooseneck. The crowd of spectators usually wanes at this juncture. The prospect of any mishap diminishes after inserting the mast. Of course, if you failed to put the tiller under the traveler, there may yet be entertainment worth waiting for.

7. Boomvang: Attach the boom vang to the mast with the shackle. The other end of the boom vang slips into a slot on the boom. Yes, there indeed is only one shackle. Like the drain plug, I've lost enough of them to make sure I have extras readily at hand. The so-called inspection ports are really for people like me that tend to lose anything smaller than a Danforth anchor. I store nothing but extra small parts in the itty-bitty orange bags.

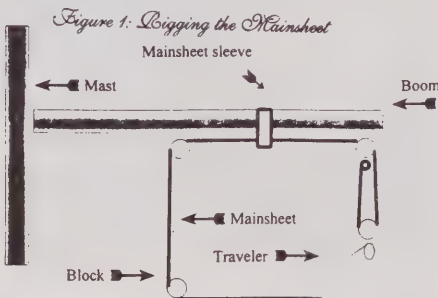
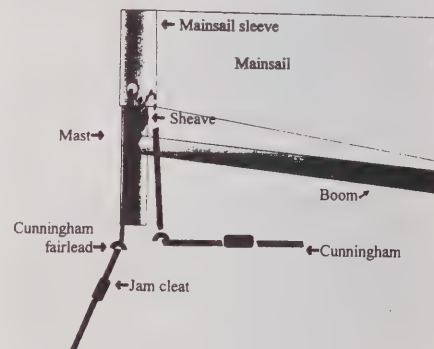


Figure 1: Rigging the Mainsheet

mainsheet around the becket of the block at the end of the boom. Run the mainsheet to the block on the traveler and back around the block on the boom, through the strip of cloth; e.g., mainsheet sleeve, around the middle of the boom, forward through the forward boom block and down to the block attached to forward portion of the cockpit. If you can rig the mainsheet according to the above text without looking at the illustration (see Figure 1), there's a Nobel Prize in your future. Lastly, tie a figure eight knot at the bitter end of the mainsheet. Watching an unknotted mainsheet run through the block downwind on a run is one of life's lesser epiphanies.

9. Brummel Hooks and Outhaul: The Brummel hooks can be found hanging from a short line running through the clew. Attach the Brummel hooks to each other around the boom. Kind of neat, huh? Those Brummels were pretty bright. Make sure the mainsheet is outside the loop formed by the Brummel hooks. While you're at that end of the boat, you may as well rig the outhaul. Secure a line with a bowline from the clew of the sail to run through the outhaul fairlead of the boom to the cam cleat in the middle of the boom. For greater leverage, the line can be tied to the outhaul fairlead first, run through the clew and back again through the fairlead. I've tried several more turns thinking that if a couple were good more would be better. In reality, if there are too many loops, the outhaul becomes impossible to move at all. That kind of defeats the whole purpose of having an outhaul in the first place, but it does look rather neat.

Figure 2: Rigging the Cunningham



10. Cunningham: Finally, for the Cunningham, run a line from the jam cleat on deck, through the fairlead on deck just aft of the mast step, through the hole at the tack of the sail, around the sheave on the boom, back through the hole in the tack of the sail, down to the other fairlead on the deck and finally through the opposite jam cleat on deck. If you made it this far you probably didn't learn from Step 8 that you should always look at the pictures first, in this case, Figure 2. Which brings to mind a question that's never been answered to my satisfaction: Who's been hiding the comics section in the Sunday New York Times? I can't ever seem to find it.

Congratulations! Your Capri-13 is all ready to go. You've got your PFD (personal flotation device). You're wearing your favorite swimsuit. You remembered the sunblock. You got your coolest set of sunglasses on. The nifty Catalina Yachts cap you got at last year's SailExpo is perched on top of your head. Now, all you have to do is wait for the ice to thaw and the summer to come.

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Building Paradox - Part 13

By Don Elliott

Here is a good time to discuss *Paradox's* narrow beam. Compared to most boats, Sharpies are narrow for their length. *Paradox's* beam is under just under 48 inches wide, not counting the chine runners. The first assumption one would make is that a wider boat is a better overall boat, let's look harder at that assumption.

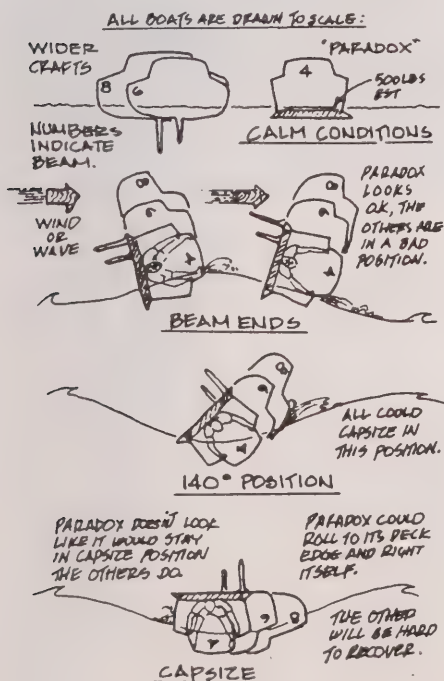
Some boats increase their beam to gain upright stability. This in turn increases wetted surface, needing more sail power to drive her through the water. When heeled over they present more bottom area to wind and wave. If they are wide with low freeboard, once on their beam ends they'll go over quickly and be impossible to right because of their wide beam.

A narrow, high-sided boat may need to reduce sail earlier than her beamy brother, but if knocked on her beam will more likely right herself easier and sooner. Also, it would be harder to put her in that position than her wider friend.

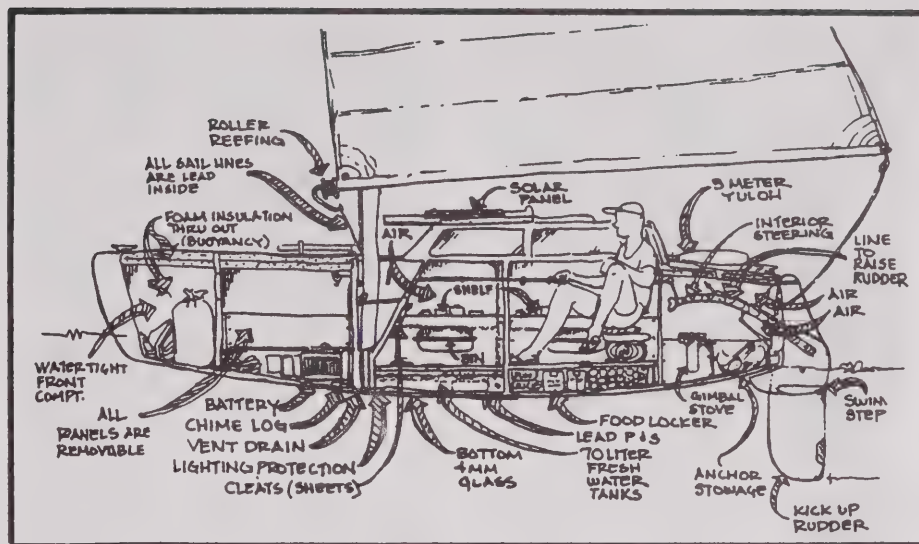
Here is a quote from a wonderful, honest, little book by John Teale, "In the last analysis and a total knock-down the slimmer vessel is likely to right herself, where as the beamier boat may remain capsized and upside down."

He also observes that, "High freeboard, however undesirable for windage and whether caused by high top sides or high deck work, does marvels for maximum righting moments and range of stability."

Update: After the above analysis was made, I received the stability curve for *Paradox*, confirming what I thought. Compare the two diagrams, it's actually more stable than I imagined.



Chine Runners: You will have a plywood edge on each side, glue a 3/4 piece of fir onto that edge to extend width to plans (see illustration). It will need a special glue treat-



ment. You must get a good bond to the edge of the ply. No nails here.

Pre-coat the ply edge (coat it twice) and lumber edges with pure epoxy; now mix epoxy, add microfibers and Cabosil. Coat both surfaces good with glue, clamp with two 5-foot bar clamps and a series of screw clamps to force the curve in the lumber.

Important: Do not bear any hull weight on this piece until you've completed chine construction.

The chine runner will be made by building up a series of layers (see illustration). They

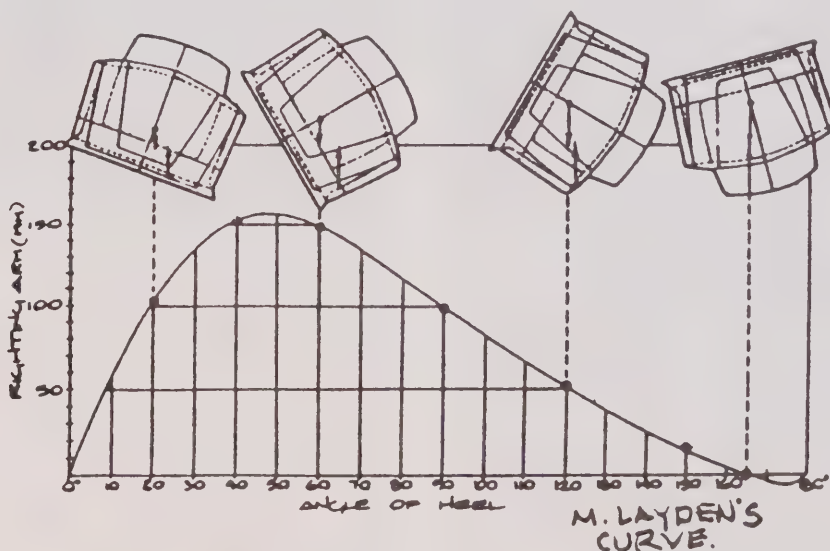
are glued and nailed one on top of the other, then faired off, puttied and sanded smooth.

Use the template you make of the hull side to make the first part. It should have frame indicators and chine heights at that frame.

After they've cured, place the 4x4 sleepers clear of chine logs and turn the hull over.

Shaping Bottom Edges: Trim overhanging, excess plywood at transom, and both sides fore and aft of chine logs.

Some instructions advise you to make a U-shaped device to draw a line to trim edges. It's safer to see what you're cutting, so you



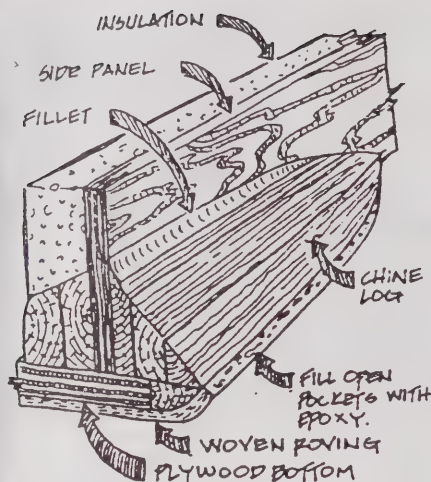
TRANSVERSE STABILITY CURVE PARADOX 4.2M COASTAL CRUISER

ASSUMED CENTER OF GRAVITY 120 MM ABOVE DNL WHEN CORRECTLY BALLASTED TO DESIGN DISPLACEMENT. CG MAY VARY DUE TO DIFFERENCES IN CONSTRUCTION, BALLASTING & LOADING.

NOTE THAT THE RANGE OF POSITIVE STABILITY OF ABOUT 160° IS BETTER THAN THE PUBLISHED DATA FOR MOST MODERN OFFSHORE KEEL BOATS.

THIS CALCULATED DATA IS IN FULL ACCORDANCE WITH BEHAVIOR OF THE PROTOTYPE (TESTED TO 100°), AND MODELS OF SIMILAR TYPE.

PARADOX RELIES ON THE HEIGHT OF HER 'CARRIAGE', STORES & WATER TANKS FOR STABILITY & SELF-REPAIRING. SUFFICIENT BALLAST MUST BE CARRIED, AND ALL HEAVY ITEMS (BALLAST, BATTERY, ANCHORS, JUNK...) MUST BE SECURED LOW IN THE BOAT. SILENT WATCHERS SHOULD HAVE LATCHES OR TWIN BUCKLES, STAY DRY & SAFE BY STEERING FROM BELOW WITH WATCH CLOSED IN BAD WEATHER.



don't cut into the hull and create areas to putty. It's up to you which method you prefer.

After reading angle to set blade, cut excess, go slow, looking up at the cutting blade. Trim about 2 mm away from hull.

After finishing trimming excess, use disc grinder with 36 grit. First, grind flush, then radius edge to a round edge (5/8 radius), sand smooth with special long sander. You'll have some gaps and open areas. Fill with epoxy and Cabosil putty mix.

Woven Roving: This thick layer of tough cloth and epoxy is not to strengthen the hull, it is already strong. It's there to protect the bottom from assault. People who have sailed know of unexpected groundings. Cruising people know you can't have a thin 6-ounce piece of cloth and a little paint here. Beaching the boat, you want to be sure you have something solid underneath you. Another advantage to the thick bottom it puts weight where it's most wanted. Each layer of woven roving is 8 pounds, the epoxy 30 pounds, the plywood bottom 100 pounds for a total of 154 pounds.

I used three layers of 50" wide, 24-ounce woven roving (System 3 doesn't recommend using fiberglass matt) and 2-1/2 gallons of epoxy, 3 by the time it's faired out. It takes an entirely different technique than cloth. Here's the steps and details to deal with woven roving.

1. Cover sides and transom with plastic cloth. If you don't you'll be grinding a lot of epoxy drips.

2. Lay cloth on hull, mark outline adding two inches extra outside hull, cut while on hull, tape both sides with masking tape around entire edge. Roll up and set on clean surface. Repeat until all three are rolled up.



3. Pre-coat surface, after puttingty all knot holes, splits and holes.

By the way, don't just add putty to an existing knot hole, wire brush it out good and dust clean before applying putty. Mound all knot holes slightly to save yourself a return trip.

4. It's best to have two people to do this job. I did and still, by the time I had one layer down, that was enough for the day.

5. After pre-coat, roll out woven roving. It is simpler to remove resin pump to mix larger quantity, get System 3 calibrated cups, mix eight ounces at a time.

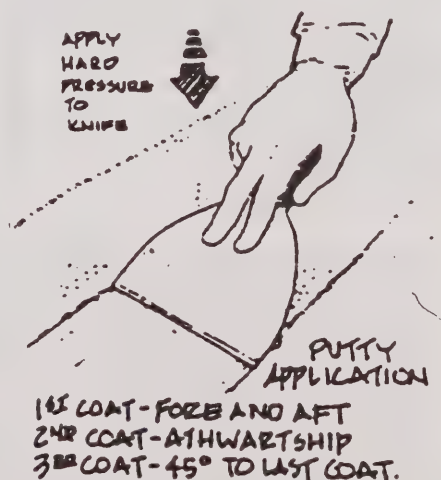
Important: Do not allow any mixing errors here, it can be a disaster. Have one person bulldog the other while pouring resin.

6. Unlike cloth, do not attempt to squeegee it out. Pool it in one area, in a sufficient quantity to soak that area, concentrate on small specific areas. It is harder to make it float than cloth. Just level it with the squeegee and give it time to soak in. Get a feel for how much is right, and work with that. If some small area still appears white no matter what you do, don't worry, it will be OK. I made a test and most cloth still has areas of white. They have enough strength.

7. Woven roving at edges do work, woven roving over radius of chine runner, but not over the sharp edge. Do not try to bend cloth over the edge fore and aft of chine runner or over transom or stem edge, just curve slightly. It will be radiused later. It is far too stiff to bend.

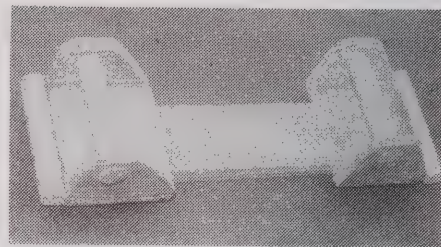
8. Trim all edges before proceeding with the next layers.

9. After all three layers are on. Mix epoxy with Cabosil and use a wide metal putty knife. Apply thickened epoxy to bottom, using hard pressure (a wide knife needed here) to thin this coat over the bottom, keep laying in on in a fore and aft direction. You will create thin ridges at the edge of the knife, go back and flatten them out. The object here is to put the minimum putty on. If you don't press hard you'll be putting the putty on like frosting on a cake, creating a hilly surface.



10. After a light sanding with the orbiting sander and correct grit disc, fill any lows with epoxy with microsphere (the white color shows best here, a lot) and Cabosil. Sand smooth.

Note: It would help to read the next issue, there will be a section called "Hull Fairing."

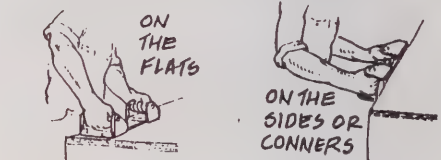
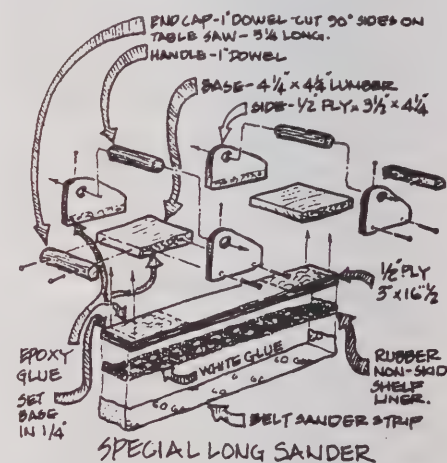


Special Sanding Tool: Now is the time to introduce a special sanding tool (see illustrations). You can't buy it, you have to make it. You need it to sand the plywood edges on the hull and the flat hull sides and bottom.

Most production long sanding bars have inadequate handles to hold onto. The standard is small knobs, which clamp your hands.

This special sander can produce force and sand from the top or side, it easily rounds and smooths hull edges. (You will, however, have to use the disc grinder to radius the edges at the thick bottom and woven roving first. See next section.) It works so easy, it'll seem like you really don't use it a lot because the job it does is so fast.

Get the sander paper by cutting a belt sanding belt (see drawing for details of the caps), they hold the belt firmly and 10 retainers, just the nails in the dowels hold the sander paper in place. Drill holes slightly smaller than the nails in the sander body.

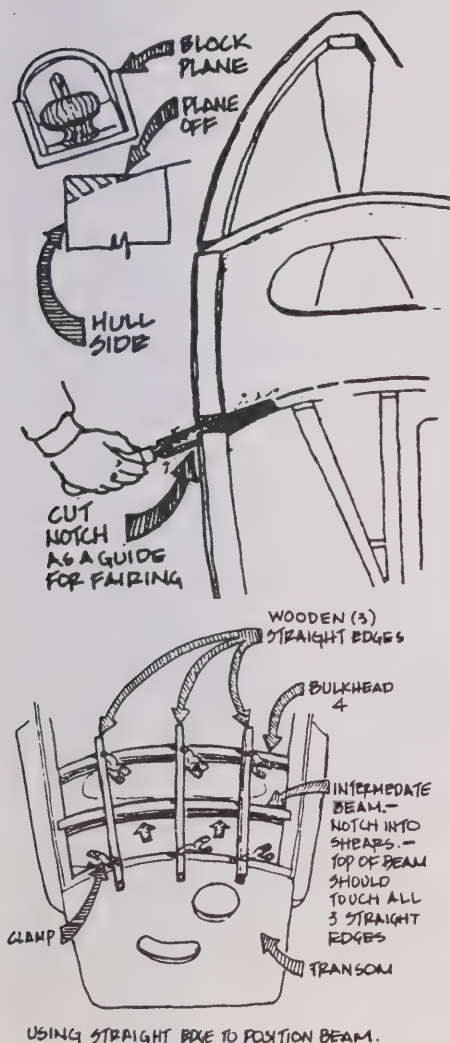


Deck Fairing: Turn hull right side up. File notch to agree with curved beams, (see illustration). Install intermediate deck beams between bulkheads #1 and #2 and one between bulkhead #4 and transom. Clamp straight edge on top of bulkheads, notch sheer to accept beam. Adjust intermediate beam to touch bottom of straight edges. Glue deck beam in place (see illustration). Then file notch as you did for bulkhead.

Mark carlins, epoxy coat on bench, notch bulkheads to accept carlins, nail and glue in place.

Now you have lots of top surfaces to control fairing. In addition, bend batten diagonally across the hull, file notch till batten lays flat on sheer. The notches are depth and angle

guide for your block plane. Putty any gaps or holes in plywood edge.



Painting Interior and Loose Parts: Paint is a major topic for all boat builders. With an epoxy coating, is there anything that will stay on this stuff? Will the paint be incompatible and chip or peel off? In the future will we have to strip off to add a new coat? What about the problem of paint not drying on epoxy? All of these questions, and more, trouble us when it's time to paint.

Paint's most important value today is to protect the epoxy from the damaging rays of the sun. Without paint's protection the sun will remove the epoxy from your boat.

It took a great deal of research to get the right answers, but eventually I had the right answers. The best way is to make a list:

1. Color: A Pettit paint representative said that only white will withstand the rays of the sun (particularly in southern waters, where white must be used, I imagine a blue water-line won't hurt).

2. Lifespan: Marine paint will have a lifetime of three to five years before requiring repainting. Semi-gloss latex house paint will give a year or two of service. Both will work on your boat without chipping or flaking off. On *Paradox's* small surface area, painting every year shouldn't be a problem.

3. Type: Any marine paint will work, although oil base takes more preparation to repaint than enamel. Polyurethanes are good

paints (any paint that has alkyd in it and calls itself a polyurethane is still an alkyd paint). I like Pettit "Easyepoxy" the best for topsides. It's easy to apply and gives a beautiful finish. Sears semi-gloss Weatherbeater is a good latex house paint that can also be used (but it stays tacky a long time, a common problem with modern latex paints).

4. Surface Preparation: The paint and epoxy representatives were pretty specific on this subject. It must be done in this exact order: first, wash the surface, then lightly sand the surface. It was explained that if you do it the other way around, you embed the amine blush particles into the surface. The idea is to wash off the amine blush, then sand a clean surface.

Sometimes it's best to give it a couple of good washes before sanding. (Note: I had very little amine blush with System 3.)

5. Undercoat or Primer: Is it needed? The professionals say no if you do a good surface preparation. I decided to use one for three reasons: (a) It covers the dark hull surface, (b) it provides a sanding and spot putty base and (c) most undercoats are engineered to grip the surface better than paint, but what type is compatible with epoxy?

6. Undercoat or Primer Type: West ran a series of tests on some house primers and made tests to ensure adhesion to epoxy. The test is made by painting a sample surface with the primer, then they score the primed board with a knife, cutting a crosshatch pattern into the primer. After that, they stick a high adhesive tape to the crosshatch primer. If the primer came off the surface when the tape was lifted it failed the test.

They listed nine house primers that passed the test, one caught my attention. It was a fast drying 60 minutes, water based, primer/sealer called Bullseye 1-2-3 Primer Sealer made by Zinsser (see Reference 2). It dries in 30 to 45 minutes, top coat in 60 minutes. I used it on all the interior parts. For the exterior I wouldn't use anything except Pettit No. 6148 or 6149 High Build Brushing Undercoat, great stuff.

Paint Interior: Matt points out, "Do as much 'inside' work as possible while it's accessible. After the deck is on it will take four times as long." There's not a lot to paint inside. I never paint the bilges in any boat, I want to see the wood and condition of the epoxy. If I ever want to recoat the epoxy it's easy, just sand and add a coat. If it needs repair to the ply or lumber, there's no paint in the way.

There's no need to paint anything forward of bulkhead #2 if you don't want to, no sun will reach there. I painted the hinged floor and bins sides between bulkhead #1 and #2, but only their visible surfaces. Also, aft of bulkhead #4 the only item painted was the aft face of the baffle.

This list comprises everything that needs paint in the main cabin area.

1. The four side bins.
2. Carlins.
3. Food bin doors (top only).
4. Bulkhead #2, #3 and #4.
5. Water tank top.
6. The two sides of the vent trunk.
7. The baffle (weatherside only).

Not a big job at all. I primed all surfaces with Bullseye, followed with two coats of Sears Semi-gloss Weatherbeater. Just brush it on with a foam brush.

If you saved the cutout for the watertank

access ports, as I advised earlier, you can wrap a rag or paper towel and block the holes to keep dirt and dust out of the tanks while you're painting.

Note: If you use foam brushes and leave them sitting in water, the foam will come off the handle.

Install Drain Tube: From above drill the hole for the vent drain tube. It's PVC plastic pipe and will be epoxied in place.

Brian Knight of West System did a study of different bonding methods for PVC, then used a pneumatic testing device to test that bond. The strongest was a solvent wash and flame at 1585 (I assume that's psi), PVC cleaner and adhesive at 1177 and sanding with 32 grit sandpaper at 892 (see Reference 1).

As there is no force applied to *Paradox's* vent tube, I sanded the tube well and epoxied it in place.

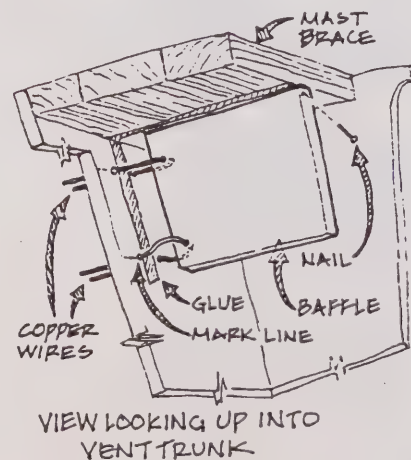
Vent Trunk: The inside of the vent trunk must be considered an area exposed to the elements. It must be protected either by epoxy or fiberglass cloth. I fiberglassed all plywood surfaces and where mast foot stands.

To install the vent port side panel, it's best to pre-drill and nail ring nails almost through ply before coating with glue. The angle of the panels make it difficult to start nails when on the hull. Some are hard to reach, use a punch to get them in. Do this for all vent panels (see photos).

Install port side of vent, install 3/4 aft vent panel. The best way to make vent top is to make careful measurements, cut out a little oversize and then trim to exact fit. Make sure you cut access hole in aft vent panel.

Install Vent Trunk Baffle: This is a small piece of ply placed in vent trunk to prevent spray or rain from entering the cabin.

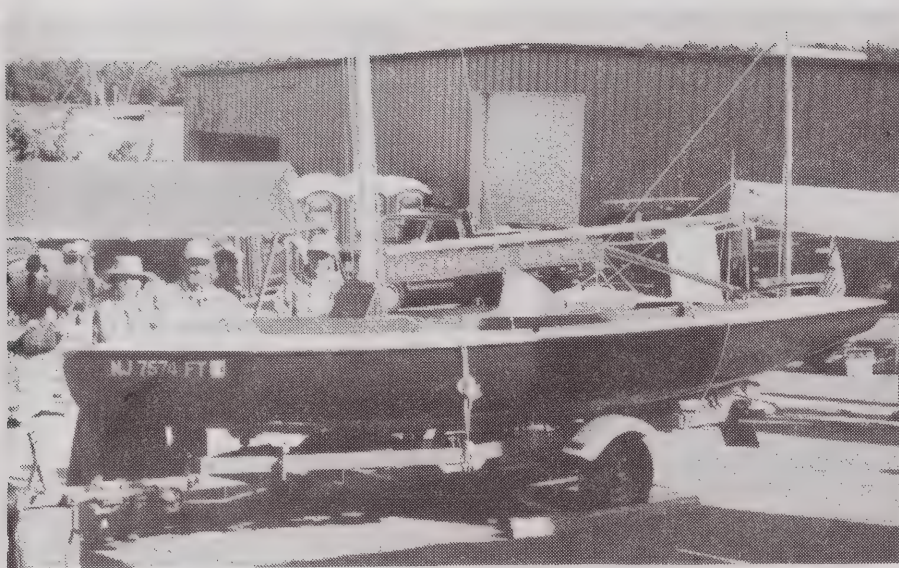
Drill two small holes in the baffle, place baffle in vent trunk, mark hole locations on side of the vent trunk, drill four holes to accept the two copper wires. Glue contact surfaces. Twist the two wires to pull baffle in place. Tack one corner to hold baffle. After glue dries, fillet all joints (see illustration).



The next article on building *Paradox* - Part 14 will include "Insulation Installation," "Deck Installation," "Fiberglassing Deck" and "Cabin Structure."

References:

1. WEST SYSTEM, Epoxyworks, No. 4, Spring 1994, page 18
2. WEST SYSTEM, Epoxyworks, No. 7, Spring 1996, page 10
3. John Teale, How to Design a Boat



Michelle Post (left) with her sloop and friend Dave Carron and nephew David Dempewolf at the WoodenBoat Show in 1995 at Southwest Harbor. *Sara Dee* is completely tricked out with Michelle's bronze.



Mermaid Boom Crutch

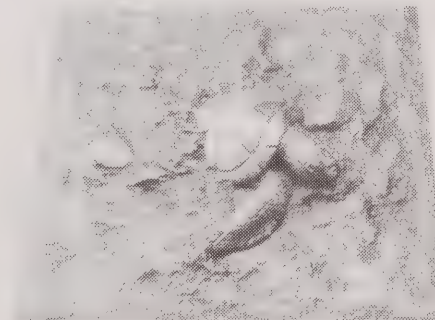


Baby Sea Dragon Flag Pole Finial



Bullfrog Flag Socket.

Turtle-in-the-Sand Cover Plate



The Bronze Age

Highwater Bronze:

Not Your Everyday Marine Hardware

By Bob Hicks

Had you looked over the various vendors of bronze marine hardware at the WoodenBoat Show you would have seen today's attempts to replicate the traditional bronze fittings of yesteryear, including, perhaps (as noted in the article in the February 15th issue on Jim Reineck's Classic Bronze Yacht Blocks) some hidden modern technological improvements in operational characteristics. Then you arrive at Michelle Post's Highwater Bronze display.

Once you tear your eyes away from the gorgeous 21" Mermaid Boom Crutch, the rest of Michelle's creativity grabs you. Fish, Octopus, Alligator and Torpedo Fish Cleats, Rope Bound Name Plates, Fishtail Oarlocks, Starfish Boom End Plates, Bullfrog and Tree Stump Flag Sockets, Flag Pole Finials, Turtle-in-the-Sand and Starfish Cover Plates. This stuff is all exquisite sculpture. Cast in bronze.

Michelle is an artist who owns a lovingly restored wooden sloop, *Sara Dee*. The restoration prompted the artist in her to come up with something rather more special in bronze hardware. "Who said hardware had to be boring?" she asked herself. The resulting unique array of hardware soon caught the attention of other yachtsmen and Michelle was in business.

In no way is her stuff traditional, other than in the use of bronze and in the basic utility of each of the pieces she has designed and cast. While they do the work of the mundane bronze fittings of old, they add an air of "wit and sophistication that tugs at your heartstrings and recaptures the romance of the sea". So she says, anyway. I have to admit I found her work enchanting.

It's also very expensive, so it's not for your budget restoration. Art just costs more in whatever form it appears, but there's a market out there for it if it's attractive and appealing. Michelle's bronze work certainly is that.

Rather than ramble on further in this praise of beauty, here are some photos of her stock bronze hardware. She also does custom work, like accepting a commission for your very own special cast bronze bit for your gold plater.

How Our Marine Hardware is Cast

Generally speaking, the lost wax process of bronze casting is a method of casting metal sculpture requiring a wax version of the original model. The wax form is encased in a heat-resistant molding material. Baking the mold causes the wax to melt and run out, leaving a cavity in its place. The cavity is filled with molten metal which solidifies to become the sculpture when the mold has been broken open.

The basic processes we use to transform an idea into a finished sculpture are:

Modeling: Starting with the artistic concept, a small working model is sculpted in modeling clay or carved in wax.

Moldmaking: One or more molds are made of the working model(s). These are normally flexible, black rubber molds contained within a plaster outer shell.

Wax Casting: Wax is applied to the detailed, inner surfaces of the mold(s) to create hollow or solid wax castings. After cooling, the casting is carefully removed.

Wax Chasing: Seam lines on the hollow wax castings are welded together. Areas blemished by the casting and welding processes are then retextured.

Sprueing (Gating): A wax plumbing-like system is attached to the hollow or solid wax casting, simulating the flow of molten metal during the future foundry process.

Ceramic Shell: Each gated wax casting receives several coats inside (if a hollow shell this is a seamless mold) & out of a ceramic slurry investment, creating a heat retardant, strong outer shell.

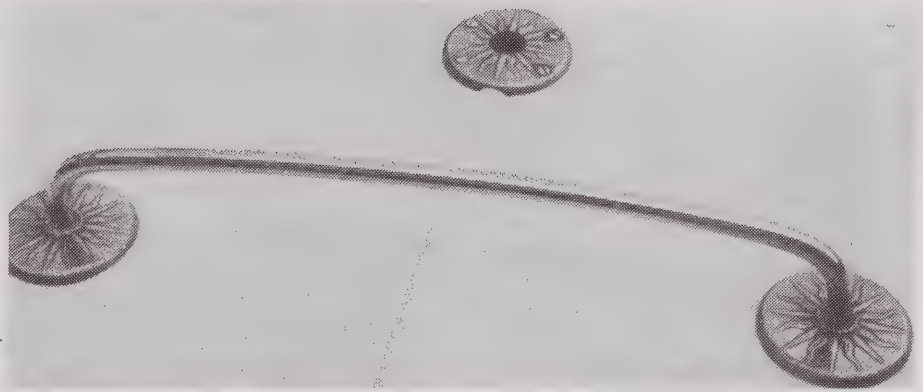
Foundry: The ceramic shell mold is baked and cured, melting out all wax. Molten metal is poured into the empty cavity. When cooled, the metal castings have their shells and sprueing system removed.

Structures: By using the artist's original sculpture as a guide, the new metal castings are skillfully reassembled and welded together.

Metal Chasing: Marks caused by the connection of the sprue system (on the casting) and welds from the joining of multiple sections are ground down and retextured.

Patination: The sculpture's surface is given a color or finish with a chemical solution or paint. An applied, protective coating completes the sculpture.

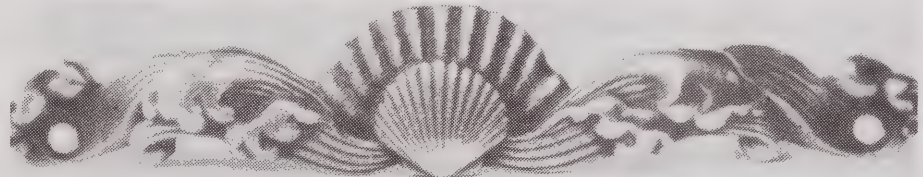
You can learn more from Michelle at Highwater Bronze, P.O. Box 3646, Trenton, NJ 08629, 609-394-1104 or toll free at 1-888-410-0004.



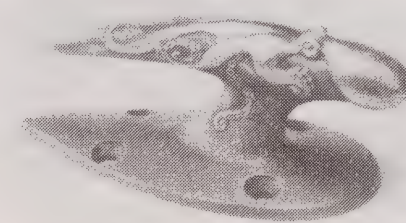
Traveler w/Sun Ray Discs



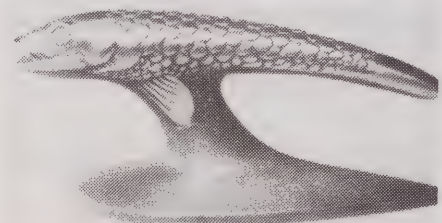
Rope Bound Name Plates



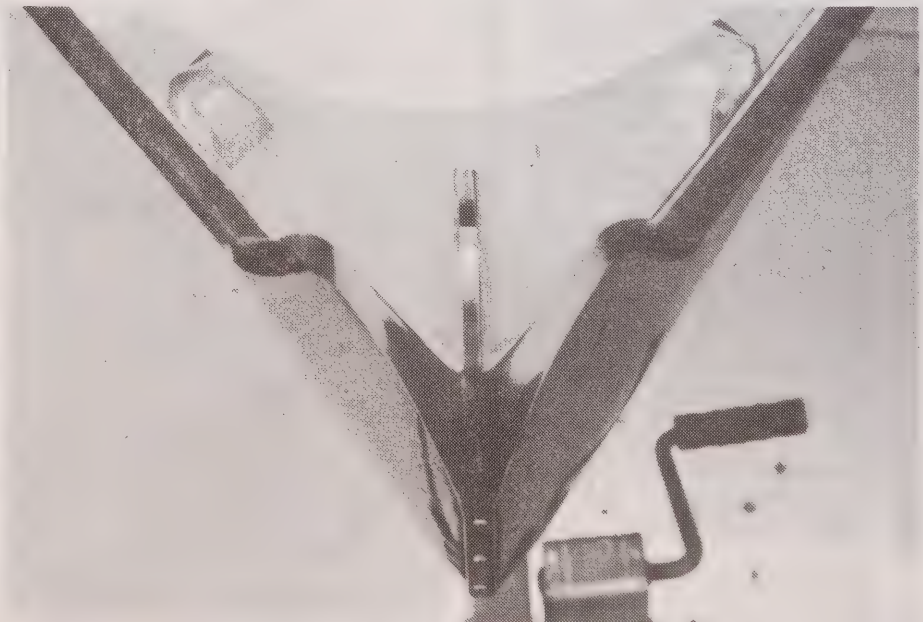
Shell & Wave Boom Crutch Bracket



Octopus Cleat



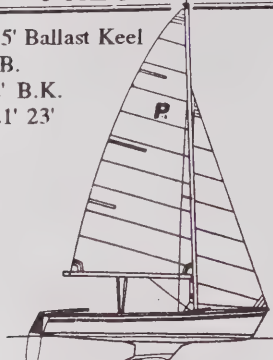
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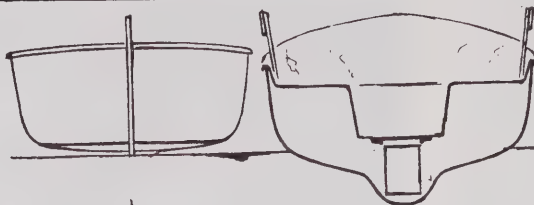
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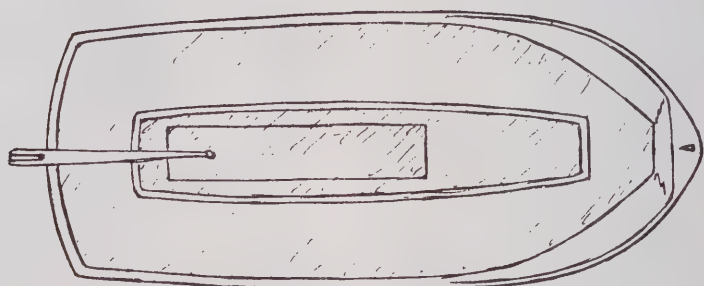
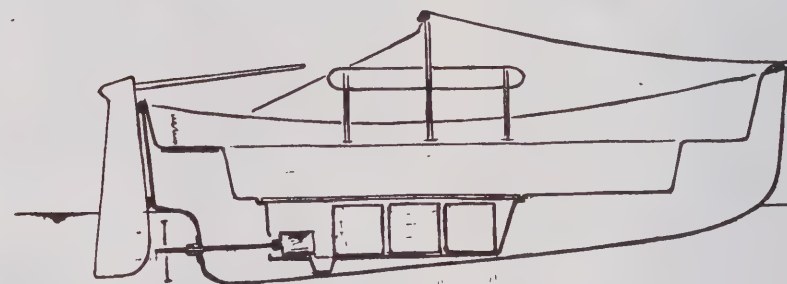
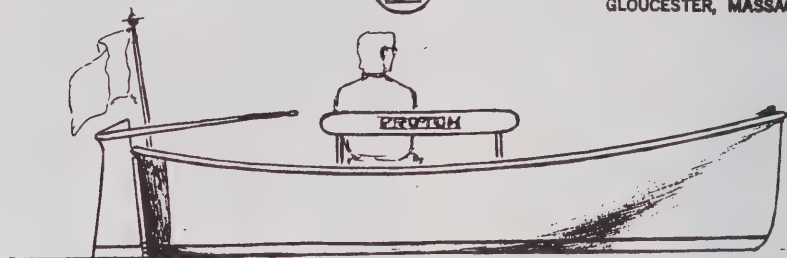
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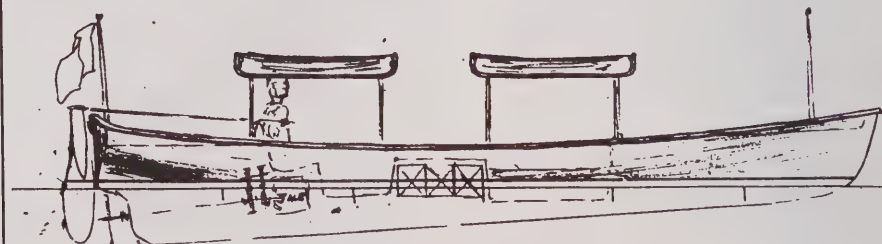
SCALE 1/8" = 1'0"
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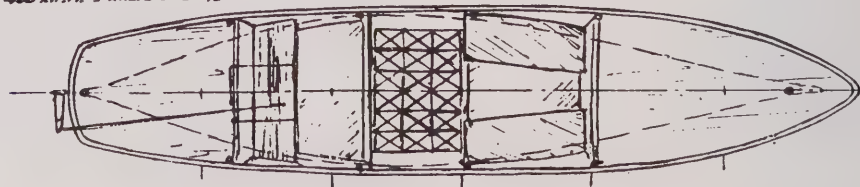


SCALE 3/8" = 1'0"
PROPOSED ELECTRIC LAUNCH
24'0" x 5'0" x 1'8"
FOR FOOT BRAS.

PHILIP C. BOLGER
DESIGNER
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10" DIA. 20" PITCH
400 R.P.M. 5 H.P. @ 25%



The 16-footer here was designed in 1975 in an atmosphere of fuel shortages. It was supposed to be the prototype for a fiberglass production boat, but it came out very expensive. With the power plant designed by the client, the duration of 21 hours at full power or four hours at reduced speed and power was not adequate for relaxed enjoyment. With the 1 hp motor the speed was about 3 knots. The prominently displayed oars were insurance against miscalculations by users, but they didn't make a good impression on potential customers. One horsepower had suggested a hull shape like a rowing boat, but didn't allow enough displacement to carry four people plus a heavier battery bank in anything but smooth water. The boat was usable and pleasant if her severe limitations were respected, but she did not look promising for production.

Bolger on Design

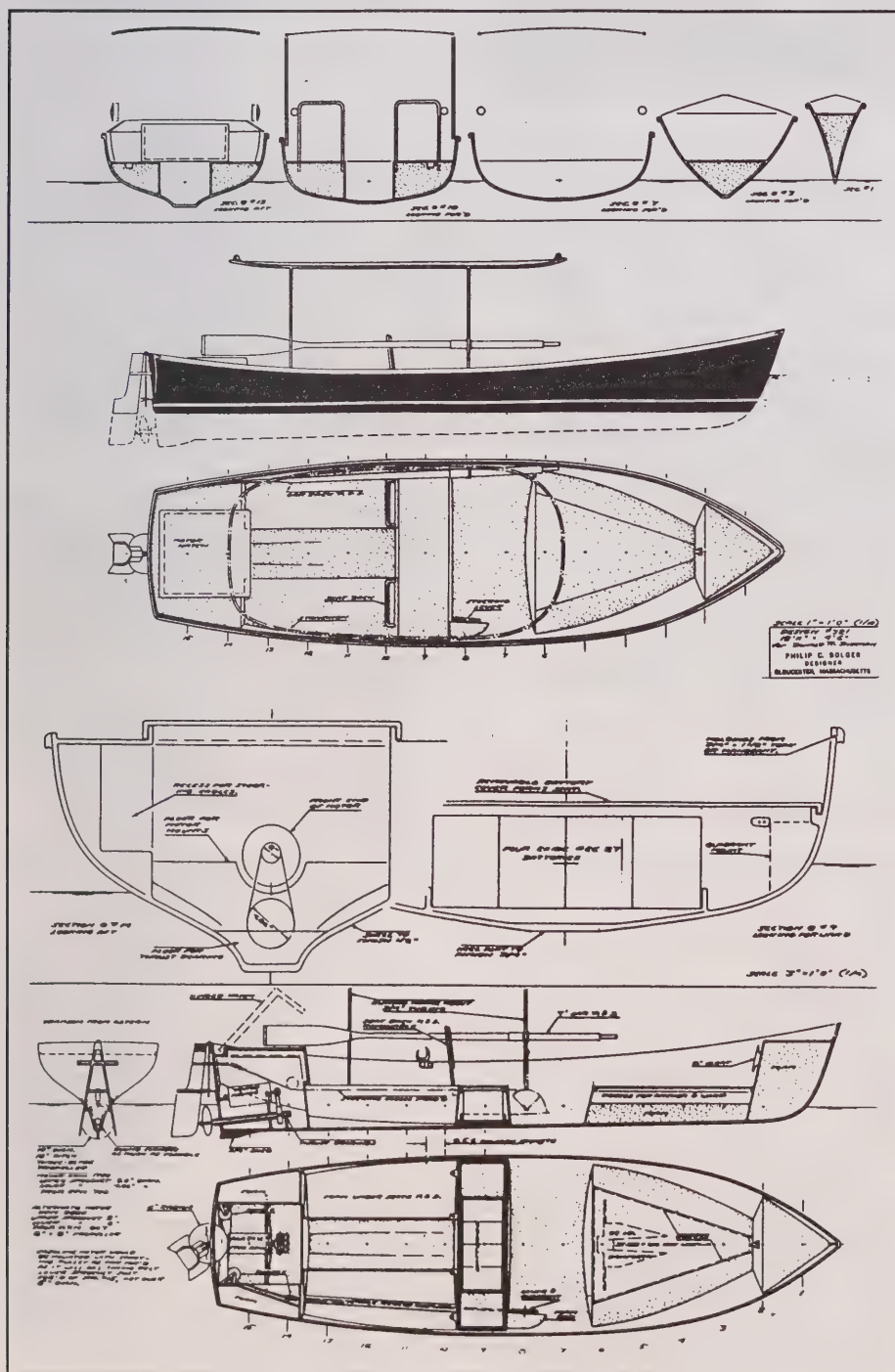
Early Electric Launches

The 12-footer cartoon study was meant to supplement the paddle boats that waterfront hotels keep for their guests. The power plant was specified by some experienced electrical engineers (they built quite impressive electric cars), and I did not inquire about how they proposed to hook the three T105 golf-cart batteries to the motor. It was supposed that a row of boats would be kept plugged in at the hotel float, to circle around or merely drift for an

hour at a time as the paddle boats do. Their use could be supervised from the base, called back before the small battery bank was run down past the damage point, or towed in by a launch as a last resort. Nowadays we'd show a beach umbrella shading most of the boat. The shape allowed for lots of buoyancy and stability to stand overloading and incompetent handling. It looked quite attractive, with a huge potential market, but again, the high cost, both of the power plant and of tooling up to produce the fiberglass hulls and hull liners, was prohibitive.

The 24-footer was an attempt at a more serious boat in cooperation with the same engineers. It was sketched long enough to carry 18 of the 6 volt batteries to power the 3 hp motor for several hours at 5 knots. It seemed to have the makings of a very pleasant boat to use for quiet day sightseeing, but it also looked like a very big and expensive boat for its capabilities, with no likelihood that there would be enough buyers to justify the development and tooling costs.

Three concept studies and one test boat led to the conclusion that electric boats did not seem to have good enough prospects with then-current technology. Some years later we did some more paper studies with a different engineer with the same results. But after Ms. Altenburger and I formed our new company, she took a new look from a different angle, did a lot of research into affordable off-the-shelf components and tried out her ideas hands-on in a small sailboat hull we bought for the purpose. We decided that something worthwhile could be done after all. In the next issue we'll show plans of our 15'4" plywood four-seat Lily, which by virtue of some rather unorthodox insights has proved an extremely pleasant and practical all-day boat, we think it deserves to multiply.



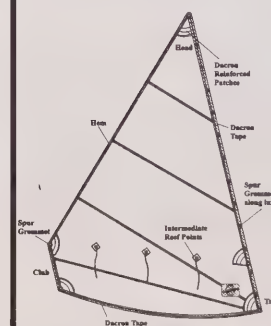
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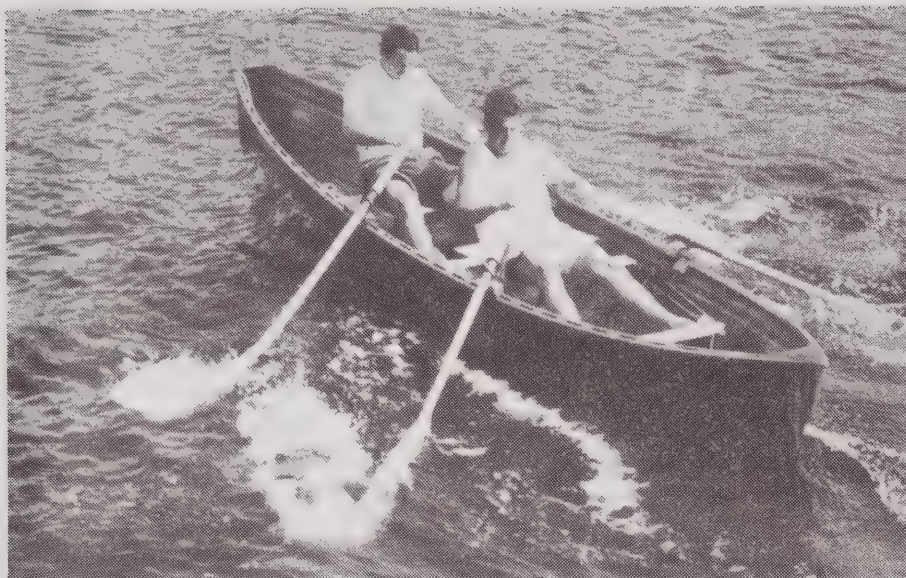
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Can Hogging Help?

By Albert Eatock

John Duncan of Potomac, Maryland, has a cottage on the Muskoka Lakes here in Ontario. He also has an old rowboat which he calls the Muskoka Lakes skiff, which did very well in the local races 50 years ago. Wanting to do better in the races, he has built three modified hulls, fiberglassed cedar strip for lightness, and lengthened the waterline closer to the 17' overall length for speed. Unfortunately, these boats ended up being hogged by about two inches, or perhaps not unfortunately. These boats have won races, or done very well, in the hands of John, his sons and others, see *MAIB* March 1995, page 6, Oarmaster Report and November 1995, page 17, Mid-Atlantic Small Craft Festival.

When I looked at the original Muskoka Lakes boat and John's versions, they remind me very much of the St. Lawrence skiff. The attached table shows the deadrise for three St. Lawrence skiffs as approximately 15°, 16° and 22°. If we look at six Whitehalls, a boat noted for speed, we find the deadrise to be approximately 16°. A selection of other good rowing

boats also tend towards a 16° deadrise. John's boats have a deadrise of about 10°. May we assume from this that something near 16° deadrise is optimum for speed?

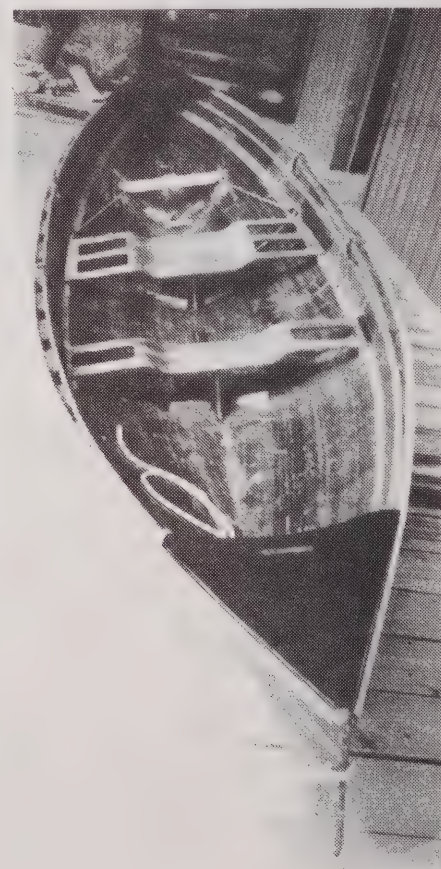
Little need be said about waterline length on speed, since speed is a direct function of the square root of the waterline length.

However, the effect of hogging on speed is something I have not seen discussed in any text or elsewhere. Does it relate to the coke bottle effect in fighter aircraft? I also remember a story about a clipper ship, built in New Brunswick, which got hogged owing to going aground on launching. She was reported to be a very ugly but a very fast ship. Hogging does distribute displacement more evenly over the length of the boat, i.e., increases the prismatic coefficient, which reduces the drag at a speed of $V/1.3$ according to Gutelle's *Design of Sailing Yachts*, page 107. (Note also that the drag is increased below $V/1.3$.) Are there other factors related to hogging that would reduce this increase in maximum speed?

Referring to the Oarmaster Trials 95, *MAIB* December 1995, pages 9 through 11, rowing double, John's skiff was bested by two boats with longer waterlines, see chart below. Boats 3, 4 and 5 are essentially the same waterline length. What part of the large speed difference was owing to the quality of the oarsmen, the boat displacement or the boat shape?

It would be most interesting if some of your more knowledgeable readers would comment on the effects of deadrise, hogging and other factors on drag and speed in small boats.

Albert Eatock, RR 2, Bracebridge, Ont., Canada P1L 1W9



Estimated (measured from small drawings) Deadrise Angle

Mystic	15/18' St. Lawrence Skiff	14°
Clayton	18' St. Lawrence Skiff	15°
Smithsonian	16/20' 1900 St. Lawrence Skiff	22°
Gardner	17' Whitehall	15°
Gardner	14' Whitehall	16°
Bassett	18' Whitehall - very fine	17°
Culler	18' Whitehall - fast gig	16°
Culler	20' Whitehall - clipper	16°
Mystic	16' Whitehall - Bailey	15°
Culler	18-1/2' Pulling Boat	14°
Bolger	15-1/2' Crystal - chine hull	21°
Bolger	15-1/2' Victoria	17°
Bolger	18' Peapod - Dolphin	13°
Gardner	16' Peapod	16°1



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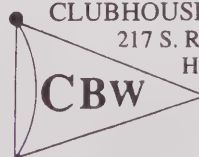


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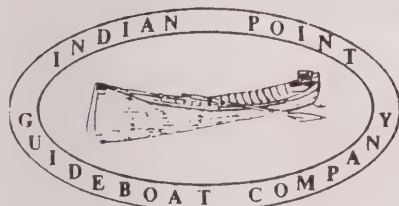
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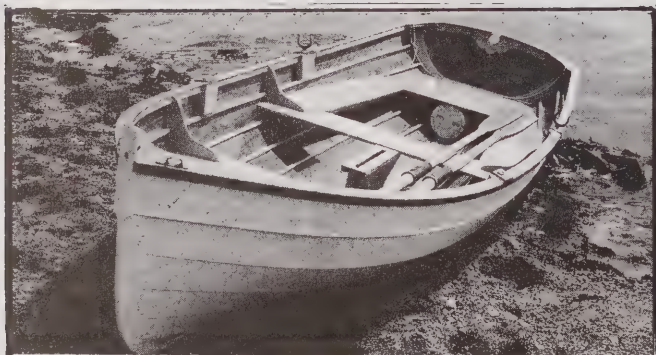
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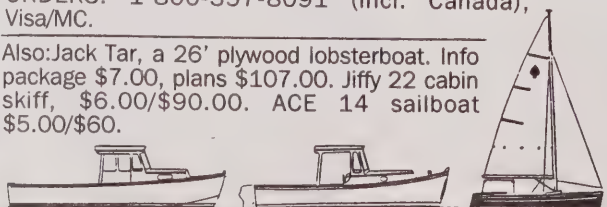
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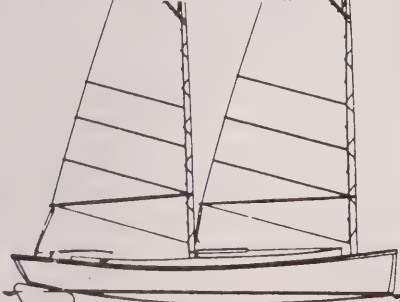
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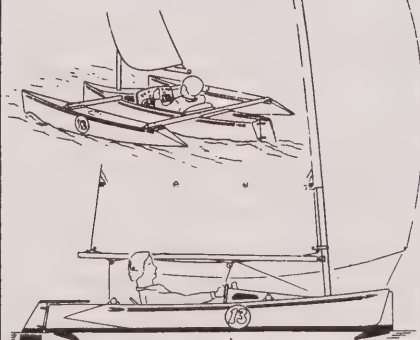
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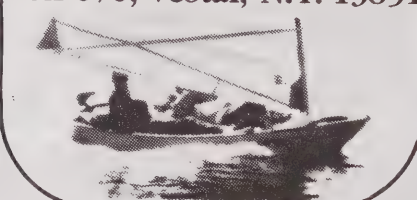
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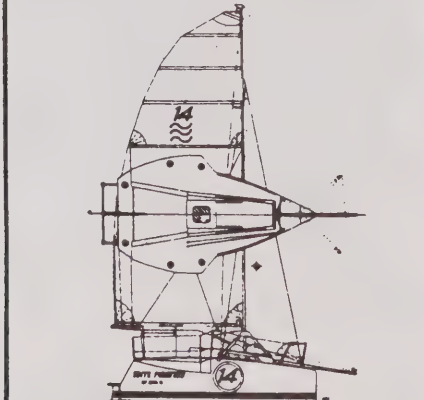


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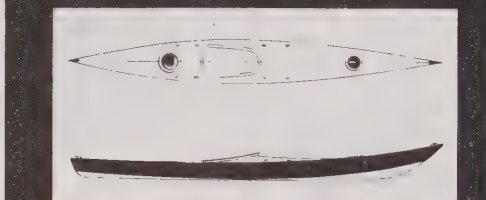


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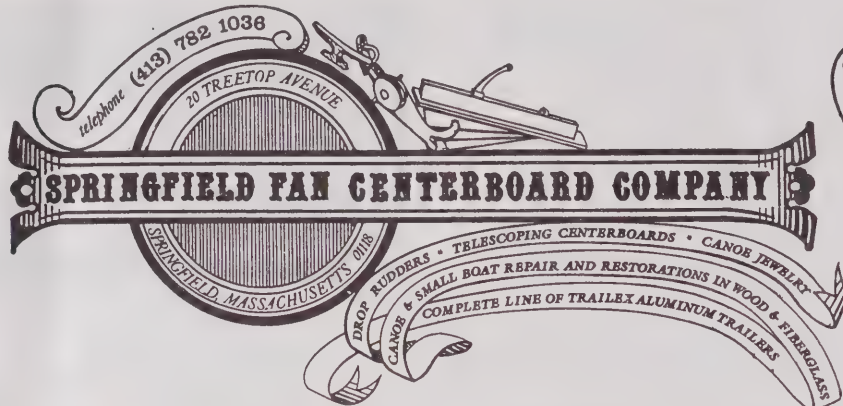


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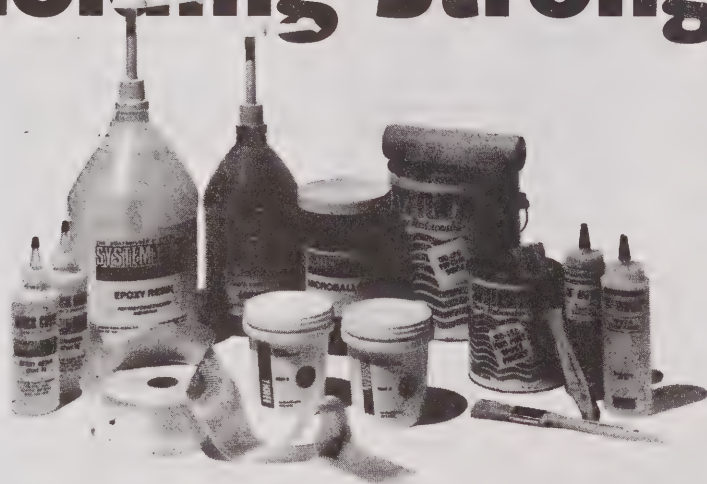
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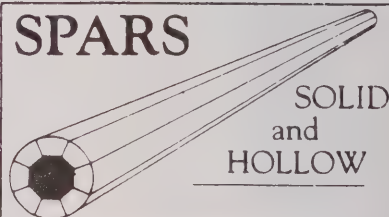
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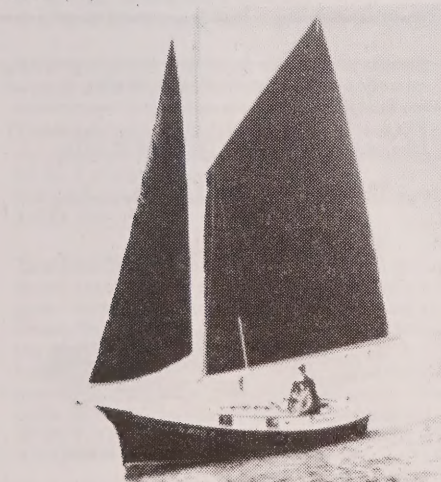
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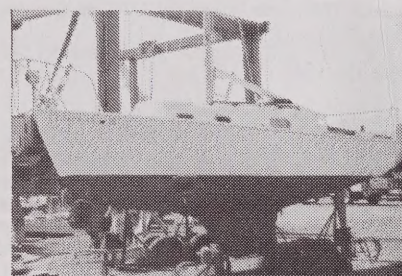


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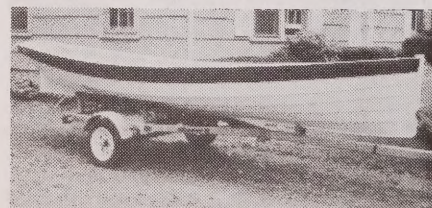
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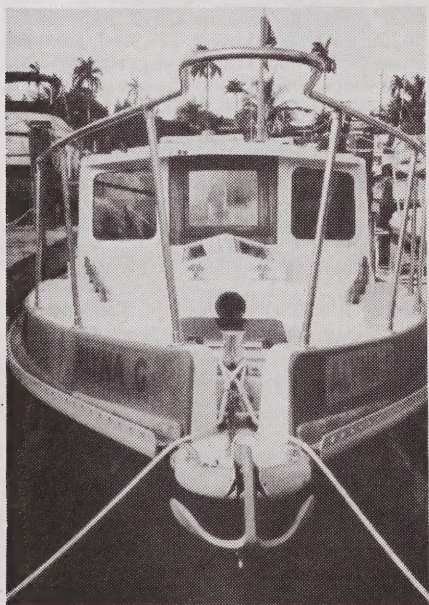
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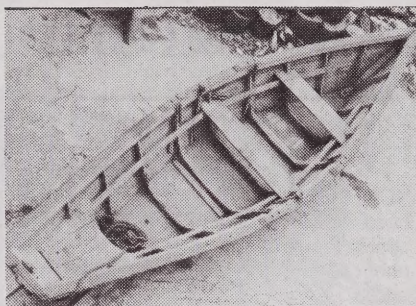
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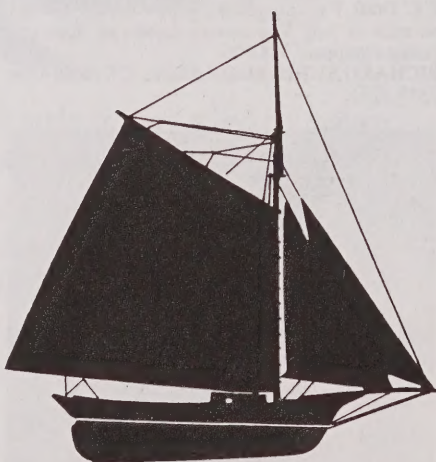


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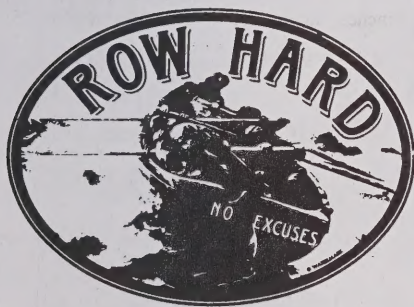
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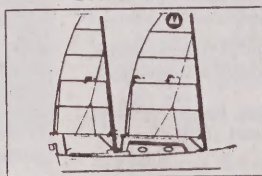
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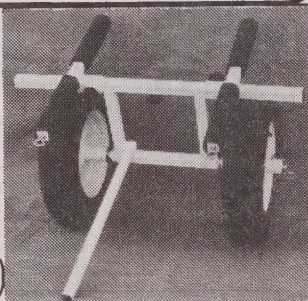
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